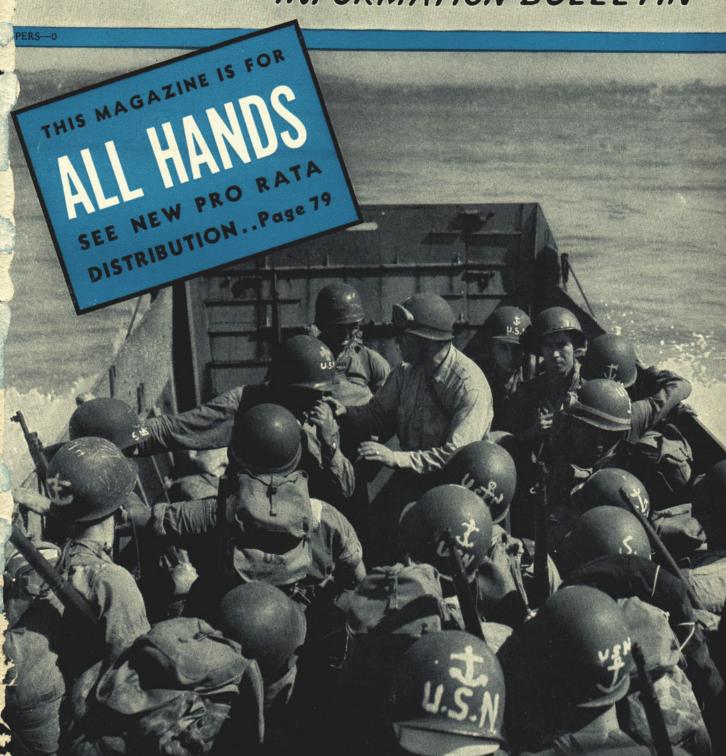
SEPTEMBER 1943

BUREAU OF

NAVAL PERSONNEL

INFORMATION BULLETIN



NAVY MEN GO ASHORE AT SICILY





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NAVAL PERSONNEL

INFORMATION BULLETIN

SEPTEMBER 1943

NUMBER 318

REAR ADMIRAL RANDALL JACOBS, USN
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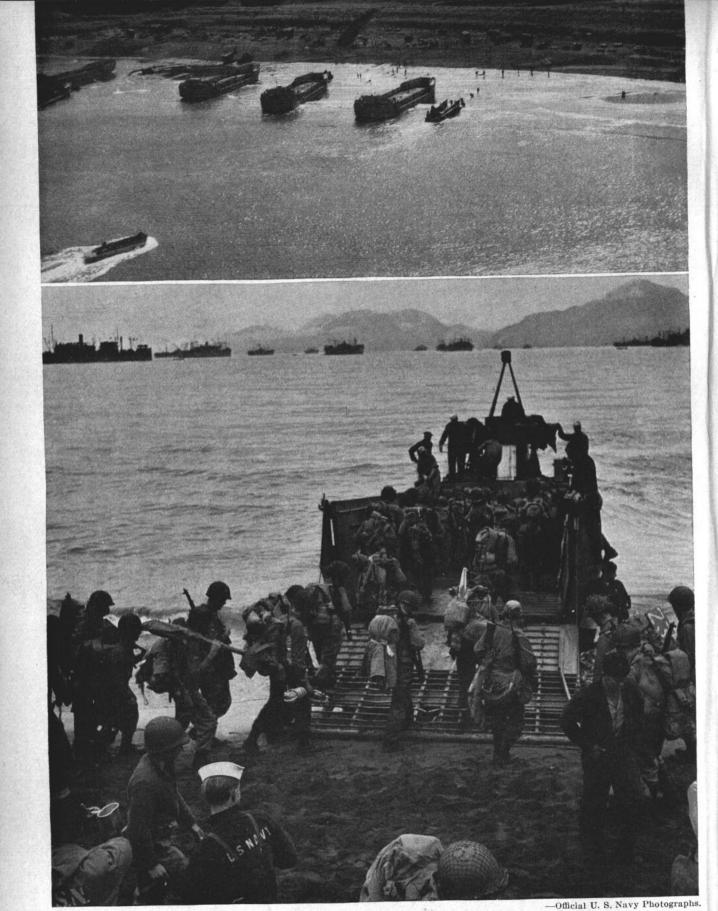
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In this Section, the Bureau of Naval Personnel directs attention to matters of particular interest and importance to the service generally. A separate index to the contents of the section may be found on page 71.

This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. Where reference is made to regulations, orders and directives, such reference is intended as information and does not comprise authority for action. The authority for action is the regulation, order or directive upon which the Bulletin article is based. Because the magazine cannot be furnished personnel individually, it is requested that readers pass along their copies to insure that all hands will have opportunity to read each issue. All activities should keep the Bureau informed of how many copies are required. Ship and station papers are authorized to reprint material as desired. Articles of general interest may be forwarded via official channels.

PASS THIS COPY ALONG AFTER YOU HAVE READ IT



U. S. Army and Navy Amphibious Force members board LCM's (bottom photograph) for trip to Kiska. Their landing is unopposed (top photograph).

JAPS RUN AWAY FROM FIGHT; AMPHIBIANS REOCCUPY KISKA

On 15 August United States and Canadian forces reoccupied Kiska. Men from a large amphibious fleet, assembled at Adak, jumped ashore, all set for battle. They found nobody home.

They found quartermaster warehouses bulging with clothing, food, fruit, vegetables, fish, ammunition, some big guns. They found a sign from the Japanese that said, in effect. "out to lunch:" On the wall of the main Jap command hut was scrawled, "We shall come again and kill out separately Yanki jokers." But the

Japs themselves were gone.

For seven months the Japs had been pounded by U.S. bombers. More than 4,000,000 pounds of bombs had fallen upon their last stronghold in the American Aleutian Islands. Recently the campaign had been stepped up, and Naval vessels had taken a large part: 9 July, U.S. Naval vessels shelled Kiska for the second time in a week (and shore batteries returned the fire). On 14 July, another Naval bombardment took place (this time no fire was returned). On 20 July, a bombardment by two Naval vessels; 21 July, bombing by Liberators, shelling by surface craft; 24 July, 10 air raids; 25 July, 10; 26 July, 13; 27 July, six; and so on into August.

On 13 August a large task force began to slip to sea from Adak harbor. There were press correspondents along. From their reports and from official statements, this article is

taken.

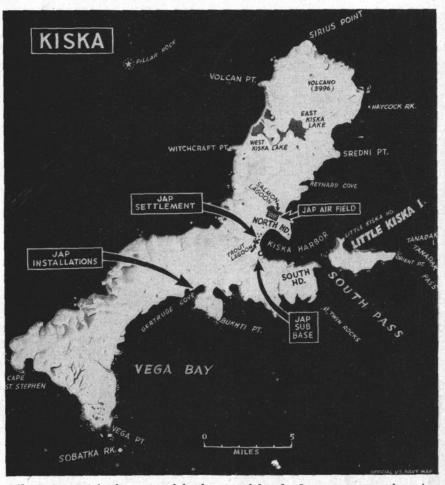
There were battleships, cruisers, destroyers, tank carriers, oil tankers. landing craft, etc. There was a ship that saw action at Casablanca. But there were no soldiers, no sailors. There were only Amphibians. Each man who landed wore upon each shoulder the mark of the Amphibious Forces. And the men who wore the mark came from both the Army and the Navy.

When they landed, this is what the Amphibians found: Jap jeeps and trucks half buried under the earth by made-in-U. S. A. explosions. Shattered windows. Four burned-out ships in the harbor. Practically every object-including roofs of huts-

punctured with bullet holes.

"Do you suppose this is a trap?" a lieutenant asked as the men landed. It was partly that: Many booby traps had been installed by the enemy, and a Canadian officer was killed by one of them. But it was something else, too: It was the first time in the war the Japanese had fled without even attempting a defense of a conquered position.

Tokyo broadcast that the with-



The Prize: Kiska has a good harbor, used by the Japanese as a submarine and seaplane base. The island also is potentially a fine bomber base.

drawal had been "according to plan." Tokyo said the withdrawal had been without loss, and that it was successful "without a parallel in world military history." Not all Allied officers were so sure. There was a possibility some Japanese ships had been sunk in an exchange of fire in a glue-thick fog. The world's worst fogs come in the Aleutians, and they, apparently, were what allowed the Japs to make good their escape.

It was believed by some that the Japs who escaped had crossed 70 miles of sea, in barges and submarines, to Buldir Island, where they met small ships. The barges were believed the 16 or 20 with which they had occupied Kiska, repaired by lumber from 50 buildings on the island the Japs had torn down by 2 August.

The barges probably moved at about five knots, which indicated many round trips might have been made through the late July fogs to move out

a Japanese garrison once estimated at between 7,500 and 11,000 men.

The victory at Kiska was a triumph for naval bombardment, and for United States air power. It was a triumph for the U.S. Amphibious Forces: Perhaps the Japanese, who had learned of their prowess in the South Pacific and at Attu, had no desire for more of the same. The victory was a triumph of strategy. Kiska had been surrounded by our conquest of Attu and our establishment of a base at Amchitka (see pages 16-17).

What the retaking of Kiska foretold for the future was plenty: It showed, for one thing, how tough our Amphibious Forces had become. It gave us an unbroken string of bases toward the Kuriles (bombed three times recently by the U.S.). It gave us a vital stepping stone on the road to Japan, which lies beyond the Kuriles.



A Vega Ventura (PV 1) Navy patrol bomber made this photograph of three other Navy Vega Venturas near Kiska as they provided air cover . . .



. . . for U. S. battleships and a heavy cruiser which had bombarded Jap installations near North Head and were deploying here. In foreground: a destroyer.



Immediately before U. S. occupation of Kiska, U. S. Naval vessels bombarded island. Navy often bombarded Kiska in late July and early August.



-Official U. S. Navy Photographs.

A final conference is held at Aleutian headquarters of Vice Admiral Thomas C. Kinkaid, Commander, North Pacific Force, before Allied landing on Kiska. Seated, left to right: Rear Adm. Francis W. Rockwell, USN, Commander, Pacific Amphibious Forces; Vice Adm. Thomas C. Kinkaid, USN, Commander, North Pacific; Maj. Gen. C. H. Corlett, USA; Lt. Gen. Simon B. Buckner, USA, Commanding General, 11th Air Force; an unidentified officer, and Maj. Gen. G. R. Pearkes, R. C. A., General Officer Commanding-in-Chief, Canadian Pacific Command.



Poised for christening.



Champagne splatters.



Salute to a new destroyer.

'Back in the First Line'

What It Means When Ships Are Built And Launched and Sent to Sea

By JOY BRIGHT HANCOCK
Lieutenant, W-V(S), USNR
[First Naval Officer To Christen a
Naval Vessel]

After it was over, and the U.S. S. Lewis Hancock was down the ways and in the water, I was asked, "How does it feel to christen a ship?" The sensations of the event were vivid in my mind, but they refused to be herded into words; they remained sensations.

I first felt them when I received a letter from the Secretary of the Navy saying "a destroyer, now building, will be named in honor of your husband, the late Lt. Comdr. Lewis Hancock, Jr., U. S. Navy" and "Will you please advise the Department at your earliest convenience, if you will be able to

act as sponsor for this vessel when she is launched." Would I act as sponsor? From some recess, almost buried since the day back in 1925 when the U. S. S. Shenandoah had crashed and Lewis Hancock had been killed, came to life and to fulfillment the hope that some day the Navy would pay tribute in just this manner to his devotion and sacrifice. And I, who had shared his life and his death, was given the opportunity and the honor to participate in the Navy's recognition of his services.

1 August finally arrived and with it the unfolding of the orderly ceremonies planned, including arrival at the yard of the Federal Shipbuilding and Dry Dock Company at Kearny, N. J. On all sides the work of keel laying, building, launching was being carried on. Were those men and women at work on the hulls on the ways conscious of the fact that they were building more than ships? Did they visualize their effort beyond the day when their finished work steamed away to join the Fleet? Did they know that every section of plate riveted into place, every bulkhead erected, every bracing fitted would enter somehow into the life of one of the men who would fight her?

The sign I read near the foot of the ladder to the launching stand announced the date the keel of the U. S. S. Lewis Hancock had been laid. It also announced the date of the launching. In an incredibly short time those men and women had readied another ship for naval service. I mounted the ladder and peered over the railing of the platform. I saw the two steel plates on either side of the

bow which held the *Lewis Hancock* on the ways. Men stood ready to cut away simultaneously those two restrainers.

Because of the war only a few members of my own and Commander Hancock's family were present. An official of the Federal Shipbuilding Co. stepped up and handed me two telegrams-one from the prospective Commanding Officer of the ship and one from the Secretary of the Class of 1910, United States Naval Academy. They meant a lot to me, because that's the way I've always found the Navynever too big to remember the little things; the kind and personal things. War duties were such that even one member of Lewis' class could not be present, but they were there in spirit. They sent greetings with the knowledge that the vessel would live up to the splendid record of bravery and devotion to duty exemplified in their classmate's career. The prospective Commanding Officer was a thousand miles away, but he wired "Give her a good send-off and may her colors always be proud to fly from her!" I was no longer alone in this ceremony. Around me hovered the earnest thoughts of Navy men.
"Lieutenant Hancock," I heard,

"Lieutenant Hancock," I heard, "When I give the word, break the bottle about here." A hand was laid on the bow of the ship to indicate the place. When the hand was lifted I noticed that it had momentarily concealed a faint smudged fingerprint which then became my point of aim.

I wondered who had made that imprint. I wondered if the person who had made it knew that his or her mark would go to sea sealed under successive coats of paint. The thoughts led to far away. The photographer's flashlights were exploding. I raised the ribbon-wrapped bottle each time I was requested to do so-for more pictures—but I kept my eyes on that smudged fingerprint. Silently. smoothly the fingerprint began to draw away. "Now," came the voice of my instructor. I swung hard, and the fingerprint was covered with foam. "I christen thee Lewis Hancock," I said as the ship drew farther away. Now it began to seem unreal-I could no longer put out my hand to touch the ship-she was slipping rapidly and easily toward the water-"Down to the sea, down to the sea," ran through my mind. I swung to face the receding ship and came to salute. As the ship gathered speed I sensed the spirit of Lewis Hancock. It was more than that. He would live now more than in the minds and hearts of those who remembered him. He was going to sea. The name of Lewis Hancock was back on the active rolls of the Navy-back in the first line of fire.

I heard vaguely the shrill whistles of the tugs as the ship slid out on even keel into the water. I saw dimly the debris of the shorings floating about her. I saw her swing gracefully and point her bow toward the pier

where she would receive her last items of fighting equipment.

Someone spoke to me. "Look," the voice said, "they are swinging another keel into place already—another ship has been started before the ways have cooled. Isn't that marvelous?" Marvelous? Certainly it's marvelous. That's what we need. I wonder if the men and women who build them realize the vital work they are performing. I wonder if they build a bit of that spirit into them. I wonder if Lewis knows about all this. Of course he knows. He's back on the active list of the Navy.

It's all over and I go down the steps of the christening stand. Near the bottom I notice that the "Lewis Hancock" sign has been removed. A new sign is in its place. The keel-laying date is already painted on it—a new name is up. In a few months another sponsor will mount these steps. Will she christen that ship in honor of her husband?

On all sides the clang of metal against metal goes on. Instructions are shouted. I shake hands with the

officers who are superintending construction. I make the usual remarks and finally depart.

You ask me to tell you about the launching? Well—it was really a grand affair. Yes; I broke the bottle successfully. I was terribly proud.

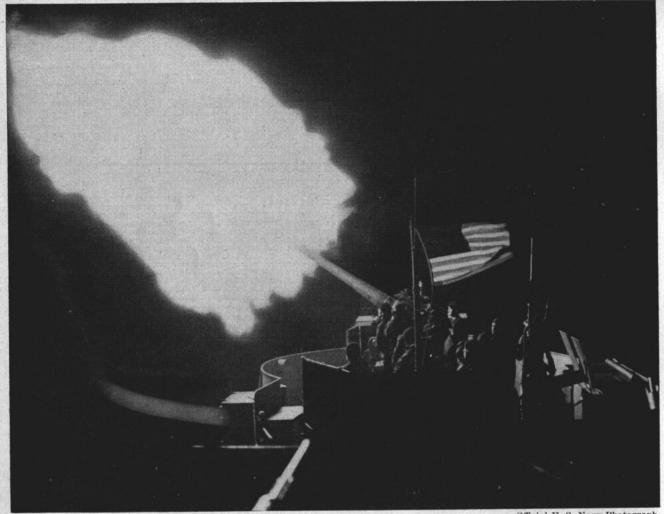
They are the words, but the feeling inside is that Lewis Hancock has again gone to sea.





—Photographs by the Federal Shipbuilding Company.
. . . as she slides down the ways.

Watching the U.S.S. Lewis Hancock . . .



-Official U. S. Navy Photograph.

ON GUARD AGAINST THE U-BOAT MENACE: As a United States destroyer escorts a convoy in the North Atlantic, the flash of her guns lights up the American flag.

One U-Boat Sunk Each Day

Roosevelt-Churchill Statement Reveals Our Naval Successes in Atlantic

President Roosevelt and Prime Minister Churchill, in the most heartening statement thus far on antisubmarine warfare, announced late last month the sinking of more than 90 U-boats during the months of May, June, and July, almost a submarine a day, in an offensive that was bringing victory to the navies of the United Nations in the Battle of the Atlantic.

The statement—issued at both Washington and London—cautioned against overoptimism and any slackening in preventive measures against the submarine menace and warned that the Allies "can expect continued success only if we do not relax our efforts in any way."

As a result of the antisubmarine offensive, Mr. Roosevelt and Mr. Churchill said, ship sinkings by

U-boats decreased to the point that, during the first 6 months of 1943, sinkings per U-boat operating were only half of the total for the last 6 months of 1942 and only a quarter for the first 6 months of last year, when Axis submarine warfare was at its height.

Certain naval experts believed that the sinking of the 90 submarines during this 3-month period—a period usually favorable for the operation of undersea craft—had made it necessary for the Axis to fall back on its reserves.

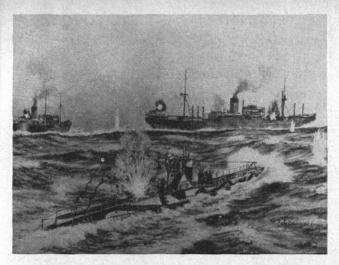
The text of the Roosevelt-Churchill statement:

"During the month of July very poor results were obtained by the U-boats from their widespread effort against the shipping of the Allies. "The steady flow of trans-Atlantic supplies on the greatest scale has continued unmolested, and such sinkings as have taken place in distant areas have had but an insignificant effect on the conduct of the war by the Allies.

"In fact, July is probably our most successful month, because the imports have been high, shipping losses moderate and U-boat sinkings heavy.

"Before the descent upon Sicily an armada of warships, troop transports, supply ships, and landing craft proceeded through Atlantic and Mediterranean waters with scarcely any interference from U-boats.

"Large reinforcements have also been landed in that island. Over 2,500 vessels were involved in these





-British Combine Drawings.

Battles of the Atlantic: Armed Guards vs. U-Boats and Army Fortresses vs. U-Boat Hide-outs

The contribution of the United States Navy's Armed Guard crews to the fight against submarines in every ocean has been great indeed. The submarine that manages to get close to a convoy, despite planes and surface escort craft, still has to think about the Armed Guards. Although the British Government last month announced shipping loss reports would be issued monthly by the United States and Britain (to prevent the Axis from obtaining information), London on 2 days announced the arrival of large convoys without loss despite fights with packs of 25–30 U-boats. Meanwhile, U-boat bases were high on the priority list as the RAF and the USAAF stepped up bombing attacks on Europe. A No. 1 example, of course, was Hamburg, where the entire harbor area was reported in ruins following the terrific Allied raids on the city.

operations and the losses are only about 80,000 tons. On the other hand, the U-boats which attempted to interfere with these operations suffered severe losses.

"Our offensive operations against Axis submarines continue to progress most favorably in all areas, and during May, June, and July we have sunk at sea a total of over 90 U-boats, which represents an average loss of nearly one U-boat a day over the period.

"The decline in the effectiveness of the U-boats is illustrated by the following figures:

"In the first 6 months of 1943, the number of ships sunk per U-boat operating was only half that in the last 6 months of 1942 and only a quarter of that in the first half of 1942.

"The tonnage of shipping in the service of the United Nations continues to show a considerable net increase. During 1943 new ships completed by the Allies exceed all sinkings from all causes by upwards of 3,000,000 tons.

"In spite of this very favorable progress in the battle against the U-boat, it must be remembered that the enemy still has large U-boat reserves, completed and under construction.

"It is necessary, therefore, to prepare for intensification of the battle both at sea and in the shipyards and to use our shipping with utmost economy to strengthen and speed the general offensive of the United Nations. But we can expect continued success only if we do not relax our efforts in any way.

"ROOSEVELT, "CHURCHILL."



-Official U. S. Navy Photograph.

Navy Planes Constantly Seek Out U-Boats

These are Martin Mariners, one of the newest planes used by the Navy. One of their successes was announced this month: they located a U-boat, crippled it, called in destroyers for the kill. Recent successes of planes against U-boats have been announced by the RAF (Liberators) in the Atlantic and Mediterranean, the New Zealand RAF (a Hudson bomber) in the Pacific, by the Navy (Vega Venturas, Catalinas, Mariners) in both Atlantic and Pacific, and by the Australian Air Force in the Bay of Biscay.



Far preferable to jumping is going over the side by climbing down a line or a ladder. This is safer—if the rope, bose, or ladder you climb down is belayed.



-Official U. S. Navy Photographs.

If you must jump, protect your face. One method is shown. Grab the life jacket under left arm with right hand. Take deep breath and hold nose.

How to Abandon Ship

It's Best to Go Over Windward Side and to Avoid Jumping if You Can

By WILLIAM C. CHAMBLISS

Lieutenant Commander, USNR

[Condensed with permission from U. S. Naval Institute Proceedings, July 1943]

Probably the first step is to learn the ship thoroughly. The paths of travel from bunk to mess to duty station

REPRINT DIGEST OF THE MONTH

to duty station tend to take routine patterns along the shortest usually traveled routes. Woe betide a fellow, trapped by fire or flooding in a location from which abandoning ship is not immediately pos-

sible, if the one way out which he has been accustomed to follow has been closed off. Get going on the business of learning the ship as soon after first reporting as time permits. Make the investigation a thorough one, neglecting no possibilities.

While exploring the avenues of travel, take note of piping in overheads. If any is traversed by steam or gasoline line put that in the list of second choices. Such lines may fracture with shock, and steam or burning gasoline is not conducive to safe passage. In much the same category are those passageways which pass close to magazines or gasoline stowage.

Armed with complete knowledge of the ship, a person has appreciably bettered his chances of getting over

the side should that become necessary. But there remains another problem: when to start for the jumping-off place. Normally, that time is when the word is passed to abandon ship. But word may never comenot because the skipper doesn't try to pass it but because communications have failed. In such a case, a person must be prepared to decide for himself. It happened on a recently sunk carrier that such a decision had to be made without any word from topside. The forward fourth of the ship was separated from the remainder by an impenetrable wall of fire and exploding ammunition. On the forecastle deck were two officers and twenty-odd enlisted men. Even an intelligent estimate of the ship's general situation was impossible, for their horizon was sharply circumscribed by smoke, flame, and a sea whose surface was intermittently covered by pools of burning oil and gasoline. The senior officer exhausted every possible means of getting in touch with the bridge. Then, realizing that nothing could be done by him or his companions to help the ship, and appreciating that, as the flame-free area of ship and surrounding sea narrowed, their chances of eventually getting away became more dubious, he ordered those with him to abandon ship, a proper assumption of responsibility for which he was later mentioned with approval by his commanding officer.

Knowing the way to get out, and being prepared to decide for oneself, if necessary, when to get out, constitute a large part of the struggle for survival. But there is yet another phase of the problem: what a well-dressed ship-abandoner should have when he takes the plunge.

The problem of what to wear is usually settled by circumstances-you wear what you have on at the time, unless you are involved in one of those leisurely ship-leavings which admit of a choice of apparel. Such are not the rule. However, if you happen to be torpedoed while partially disrobed, by all means try to grab a shirt and pair of trousers on your way out. Clothes will spare you much barked hide while you're going over, whether you go down a rope, climb along a canted hull, or follow the more decorous procedure of getting into a boat. If you have to swim (and the chances are about five-to-one that you will), dark clothes will be less likely to attract sharks than white skivvies or almost equally light skin. Of prime importance are gloves. They're well worth carrying in the hip pocket habitually just for this emergency. You may have to tear away debris, climb over jagged or hot wreckage, or take to a rope. One cannot afford injury to the hands, principal tools of salvation.

Parenthetically, another item that will serve you well, not in the actual abandonment but in getting squared away after reaching port, is a little slip of paper tucked in your wallet on which is kept an up-to-date record of your pay account. The writer kept such a record. The first column was headed "Date," the second "Amount Due," and the third "Amount Drawn," with current allotment data on the reverse side. Entered by typewriter (pencil would do as well) on a small

filing card, it was perfectly legible despite the fact that the wallet in which it was carried had been wet down for over three hours in the Coral Sea. Dead broke and with only the clothes on his back, this survivor passed it on to the first available disbursing officer who, aided by that record, was able with gratifying promptness to make up a "survivor's account" and shell out some badly-needed cash.

Very useful is a knife. The Navy issue variety, with a scabbard that hitches to the trousers belt, is a fine tool. Its uses are many: cutting yourself clear of lines or other impedimenta with which you may become involved in the water; discouraging a stray shark; opening a can of emergency rations should you happen to

get close to a raft.

Handy, too, is a flashlight of a pencil type. You may, for example, be below decks when disaster overtakes the ship. Almost invariably the lights go out. Also, it is quite possible you may get sunk at night, and a little point of light trained in the direction of a rescue ship may mean the difference between being picked up and appearing on the "missing" list. Of course, to be effective when you're in the water, the flashlight must be kept dry. Many methods have been devised for accomplishing that end. The most successful this reporter has seen is to enclose the flashlight in a rubber sheath, securely closing the open end with a rubber band or by tying a knot. A bit inelegant, but elegance has no place in abandoning

Finally, the matter of a life jacket, whether kapok or pneumatic or none at all. The proponents of kapok point out that it is less vulnerable to disablement due to tearing; that it gives some protection against flying fragments; that it helps avoid internal injury due to the effects of depthcharging while the wearer is in the

water. However, without attempting to settle the dispute, this writer's preference is for the inflatable pneumatic jacket, primarily because of its greater flexibility.

The carrier, at whose impromptu decommissioning this reporter was a participating witness, was literally blowing to pieces when the time came to go over the side. From the midships area there rained a devastating collection of missiles-parts of the ship and exploding ammunition of various calibers. For the most part, these projectiles flew straight out on a line roughly normal to the side of the ship. The water for a distance of about 250 yards was subjected to an intense barrage. The ship had some sternboard on, and the writer was making his getaway from the after part of the ship.

Because of the ship's movement astern, it was evident that, to avoid coming under the barrage, it would be necessary to swim a course not directly away from the wreck but on a line abaft that normal to the ship's side so as to hold a constant bearing on the point of departure, which was in a missile-free area. This maneuver called for considerable swimming speed if any distance were to be made good away from the ship. The solution, wearing an inflatable jacket. was simple: Let the air out of the jacket, thus reducing water resistance to a minimum. It worked. Once in a safe area, it was not difficult to pump up the jacket through the oral inflation tubes provided for this purpose.

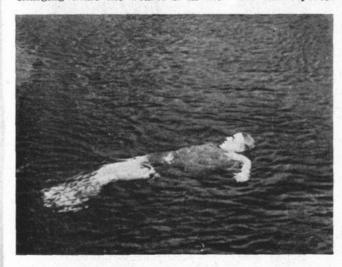
In connection with the superior protection against depth-charge injury ascribed to the kapok type, it should be pointed out that the area most seriously affected by shock of that nature is the abdomen, not very completely covered by the kapok. Bearing on that same issue, it might be worth while to mention a maneuver this reporter employed to avoid

depth-charge shock. A safe distance away, a destroyer was observed heaving ash cans. This writer shifted his pneumatic jacket to the small of his back, and thereafter swam on his back with his stern sheets and midsection practically clear of the water. When ships close aboard began depth-charging, he felt only the characteristic prickling sensation on the skin of his submerged body areas, and slight shock in the well-protected regions of the lungs and skull.

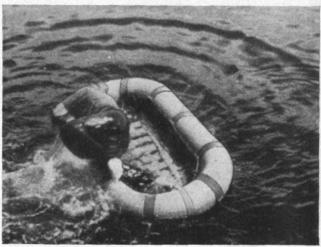
Whatever life jacket you choose—or are forced to accept—there is one indisputable tenet of sound abandon-ship doctrine: Don't go over the side without one if that can be avoided. You may be in the water a long time, embarrassed by rough seas and debilitated by shock. Some auxiliary means of flotation is a prime essential, at least for most persons. True, the athletic navigator of the ill-fated Wasp galloped all over the Coral Sea for 3 hours without a life belt. But he is a far-above-average swimmer.

So much, then, for the "how," "when," and "with what" of preparation for leaving. The next problem is the actual get-away. Of course, if there is a boat available in which you have a rightful place, by all means take it. But the odds are, in battle casualty, that you'll have to swim for it. And right here, before you blithely take to the water, is the time to make an estimate of the situation, upon whose accuracy your survival may well depend.

By the time you get ready to go over, the ship will usually be lying to, or with slight way on ahead or astern, depending upon the direction in which the engines were last turning over. Ships with high freeboard forward (such as destroyers) generally weathercock, stern to the wind. But vessels with relatively even over-all freeboard tend to lie in the trough of the sea, across the wind. Unless there



Upside-down breast stroke being used by swimmer in this photo relieves strain of swimming, offers rest needed to remain afloat.



-Official U. S. Navy Photographs.

There's a knack to getting onto a life raft. Get one arm and one leg up, then roll yourself aboard as shown here,

is no other possible choice, never go over the lee side. With any kind of wind, you will be unable to swim as fast as the ship drifts. Hence, if you go over the lee side, you will find yourself inexorably pressed against the hull, forced to the exhausting task of working your way to the bow or stern to get clear. Should you work your way aft, and the ship is down by the head, you'll find yourself involved with the propellers. Loose gear that has gone over the lee side will still be there, trapped as you are by the drift of the ship, adding to the difficulties of your progress toward a safe place. If you can't go over the windward side, try to work your way to one end so as to be clear of the drifting hulk when you get into the

While viewing the situation, make a note of the relative position of boats, rafts, or large groups of survivors already in the water. These elements, easily seen from a few feet above the water, may not be visible in even a moderate sea once you have assumed swimming status.

Now, for getting over the side. Don't jump, unless there's no alternative. A leap from any appreciable height is an invitation to a broken neck or to getting yourself knocked out by the slap of the life belt against your jaw. Further, you cannot be certain that just below the surface there isn't some obstruction.

If there has been time to rig cargo nets, your descent is a simple matter. Most of us, however, have had to employ other means. First choice is a fire hose, if there's one rigged which reaches close to the surface. Because of its "squeezability," the hose offers a surer grip than a rope. But, if you use a hose, look out for that nozzle at the end. Don't let it sneak up on you unawares during your downward progress. It can be very painful. Lacking a hose, you will have to take a rope. First, be certain it has been belayed! It is a fact that we grabbed one young man by the nape of the neck just as he was going over the side from the flight deck on a trailing line that was secured to nothing at all.

Once on the rope or hose, remember the cardinal rule: Don't slide. Go down hand-over-hand. If you slide, you may not be able to stop. And, if you have not provided yourself with a pair of stout gloves, your efforts to stop will result in reducing your hands to a pulpy seared mass. Be always alert for any tendency to slide unintentionally (ropes become slippery from water, oil, and blood), and snub up promptly before the slide develops. There's good use, on a hose or rope, for the old station-keeping axiom. "Remember the next astern." Only in this instance, it's for your benefit, not his. The next man on the rope after you may elect to slide. In that case, be well braced and have your head out of the way so that you take the shock on your shoulders.

Those Who Swam Did Not Perish

Because they could swim a scant 50 feet, 17 men saved their lives when their ship was torpedoed, but 38 others on board were lost because they could not keep afloat.

This is the story told by a San Francisco ship's doctor, who described how his tanker was struck by a torpedo from a Jap submarine in South Pacific waters just at sunrise and was sent to the bottom amidst a flaming sea of gasoline and oil.

Those saved swam under water, coming up splashing and fanning the flames as they broke water, inhaling a fresh breath of air, then ducking again beneath the scattered burning waves, swimming until they were out of danger.

The 17 all managed, with the help of each other, to reach one of the pontoon rafts, but no trace was found of the other 38 after their ship disappeared.

The ability to swim or keep afloat for as little as 25 feet, many times, according to shipwrecked seamen, had been the means of saving their lives.

-THE MASTHEAD, Naval Training Center, Treasure Island, Calif.

Should your ship be in company with others at the time of destruction, you will probably be picked up in 3 or 4 hours, provided you have adopted a commonsense course of preparation to favor that happy denouement. Once aboard the rescuing vessel, try not to make a nuisance of yourself. If you have suffered some slight hurt (a bit of rope burn, a small cut), get hold of a first-aid kit and fix yourself up temporarily. The ship's medical people will be busy aiding your more seriously injured shipmates. If you are picked up by a destroyer or similarly small vessel, get below decks right away. A destroyer that has taken aboard 600 or 700 survivors (and individual tin cans have rescued that many) is in a precarious state of balance. People staying topside may well cause the ship to turn over.

There is a large element of that imponderable factor called luck in surviving the destruction of one's ship. But luck alone cannot be counted upon to effect your salvation. When the time comes, you're going to have to think your way out. And the more thinking you've done ahead of time, the more likely you are to be in a position to tell your grandchildren a highly embellished account of what happened.

Arriving at the end of the line, ease yourself into the water. Don't jump. Try not to let go until your feet are

Then get under way immersed. smartly on the previously determined course, putting distance between yourself and the ship with an initial speed run. You want to get well clear (a couple of hundred yards) as soon as you can. It is near the ship that the danger of falling debris is greatest. Even though she isn't blowing up when you go over the side, she may at any moment. It is near the ship that the almost inevitable leaking fuel oil is thickest, with consequent danger of fire on the water. One way to determine that you are beyond this latter peril is to look at the oil in the water. If it is broken up in small, isolated globules instead of forming an unbroken sheet, you are reasonably safe from fire.

Upon reaching a safe area, slow down, and thereafter swim as slowly as the exigencies of the situation permit. Save your strength; you may have a long stay in the water. Should there be a rescue ship within swimming distance, head for it. But not with maximum speed, for the ship may get under way before you can reach it. In that case, a burst of speed may have so exhausted you that you won't be able to swim to the next ship that comes along.

If there is no rescue ship within reasonable distance, steer for a raft or for a large group of survivors. A rescue ship's lookouts will be more likely to see a large group than a lone swimmer. It's the straggler whose name turns up on the "missing" list.

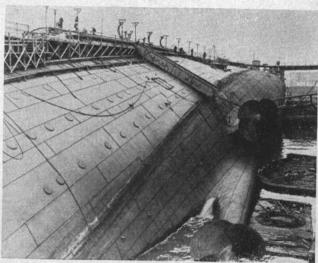
If you go to a raft, remember that, to help a large number of persons, a raft should be hung onto, not climbed onto. Except where there are only a few people, climbing on a raft will only tend to submerge the thing, may even turn it over with consequent possibility of loss of emergency rations. You don't gain anything by climbing on board in numbers sufficient to submerge the raft. The slight advantage of being on board should be rationed to those in bad shape from injury or exhaustion.

Be on the alert at all times to take evasive measures against depth-charge injury. If you see a destroyer which has been picking up survivors suddenly get going, leaving some of them still in the water, you may be reasonably certain she has made a sound contact and that depth charging will soon be started. Arrange your life jacket so as to get as much as possible of your abdominal area clear of the water, and hold that pose until depth charging has ceased.

If you attach yourself to a raft, it's not a bad idea to follow the picturesque practice of rigging some sort of signal, such as a rag attached to the end of a vertically stepped oar. Under a heavy overcast, on a darkened, wind-swept sea, even a fairly numerous group of survivors may not show out well, particularly as they are most likely to be coated liberally with fuel oil.

The U.S.S. Lafayette Begins to Right Herself



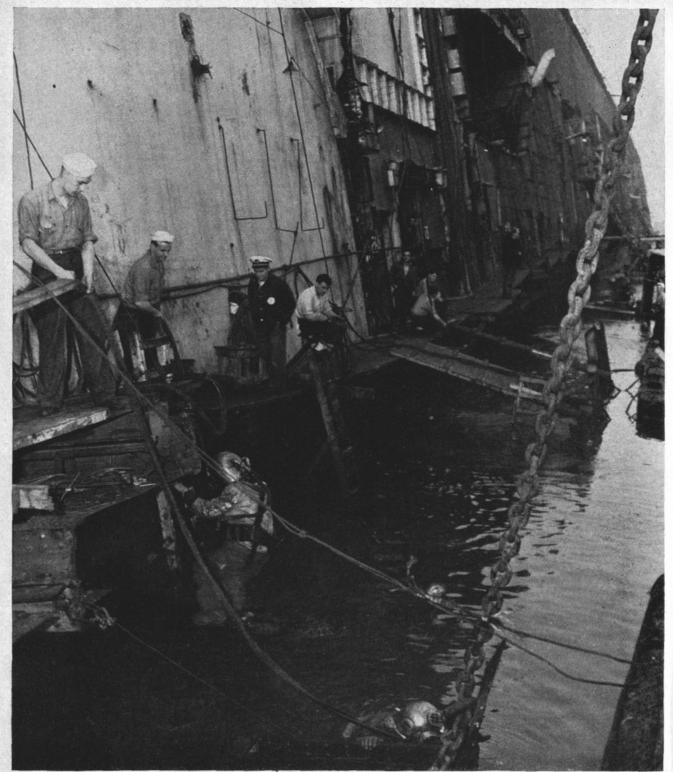


-Official U. S. Navy Photographs.

Last month it was announced that the U.S. S. Lajayette (the former French luxury liner Normandie) was rising inch by inch, foot by foot, from the muck of the Hudson River at New York City. The largest, toughest naval salvage operation in history was proving successful. The pictures on this page tell part of the story. Above, left, the 79,280-ton vessel lies at a 79° angle in the Hudson River after she burned at her pier on 10 February 1942. At right, 2 of the Lajayette's mammoth screws project above water. She was being converted into the world's largest, fastest troop transport when a workman's torch ignited 1 of the 1,100 bales of life preservers stowed in the grand lounge. Still burning, she capsized the next morning. Salvage work began 15 May 1942. On 9 August 1943 the Lajayette's list was 45° (below). By 13 August it was 35.4°.



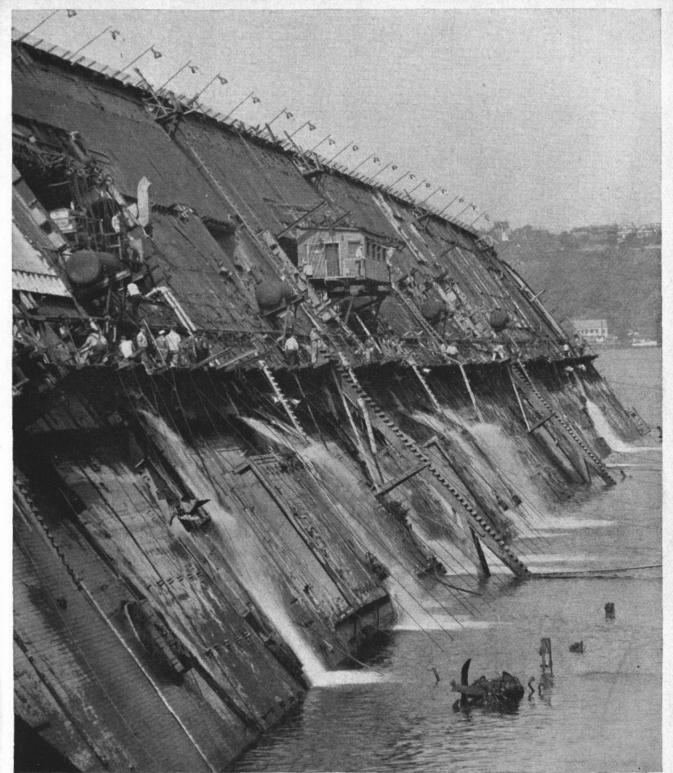
-Press Association Photograph.



-Official U. S. Navy Photograph.

Navy Divers Worked Constantly on Salvage Operations

For more than a year from 600 to 800 workers and as many as 75 naval divers swarmed over the hulk of the Lafayette. Three hundred fifty-six air ports, submerged at an average of 60 feet below the surface and 8 to 10 feet in mud, had to be patched and braced with reinforced concrete. Cargo ports had to be blocked and backed with reinforced concrete laid under water. Tons of debris and mud had to be removed from the ship. Spun glass (used as insulation throughout the vessel) which entered the divers' skin through the pores, broken glass and ragged steel edges which threatened to sever air and life lines, and gas were among the many hazards which confronted the divers. In spite of these handicaps, not a single fatal accident occurred during the entire operation.



-Press Association Photograph.

Water Pours from the Lafayette as She Slowly Rolls Over

One of the many problems which confronted salvage officials was the removal of 100,000 tons of water from the Lajayette. Under normal conditions this could have been accomplished in 2½ hours. In this case, however, 93 pumps, each attended by 2 men, were placed on swivel platforms which changed their positions as the list of the ship changed. Operations were directed from a control house built on a swivel stage amidship. Head engineers directed pump attendants by loudspeakers. The Lajayette was kept trim at all times by not pumping some compartments, pumping others, often returning water to another section of the vessel. Sensitive inclinometers recorded every degree of her rise. Salvaging and refitting have been estimated to cost \$20,000,000, with \$5,000,000 going for salvaging alone. The original cost of the Lajayette has been set at \$60,000,000.



-Official U. S. Navy Photograph.

Troops and cargo in Constantine Harbor await transportation ashore as the first wave of landing boats sweeps into Amchitka's rocky beach, during initial landings in January on this island of the Aleutians' Rat group, 63 nautical miles from Kiska.

How We Landed at Amchitka

Eyewitness Story of Occupation Told By Coast Guardsman Who Participated

By JOHN B. GARRETT Yeoman 1c, USCGR

Amchitka Island, 63 nautical miles from the island of Kiska, was occupied on the morning of 12 January by American troops landed from a Navy amphibious transport.

The landings, following a pattern that had been established in the Solomons and in North Africa, were made in 36-foot landing craft and in 50-foot tank lighters which, besides landing troops, also transported the bulk of Army equipment and supplies.

Though the occupation was made without opposition and went forward for days without an enemy bomb falling, the Japs later launched a series of aerial attacks from float-type Zeros based on Kiska. In these attacks the Army lost three men, the ship none; the three soldiers had

dived into a fox hole in which a bomb landed squarely.

All bombs except one dropped over Constantine Harbor, where the landings were made, fell wide of the mark. The one fell near a vessel, and bomb fragments punctured its wooden lifeboats.

The Japs usually made their raids just before dusk, and the only opposition offered them for days was antiaircraft fire from ship and shore stations. Then one morning P40s landed on Amchitka's rudimentary air field. That evening they went up, and we had the exhilarating experience of seeing them shoot down two out of three unsuspecting Zeros; the third made its escape to Kiska. The pilots of the two that were shot down probably never knew what hit them. Diving from the clouds above, the

P40s delivered short bursts that virtually disintegrated the Zeros. The Zeros fell, flaming, into the Bering Sea. We on the ship hollered and shouted, slapped one another on the back, and we could see the soldiers ashore performing similarly.

High drama attended the first morning of operations that were carried on in temperature 2° below freezing. Amchitka Island, one of the lowest-lying in the Aleutian chain, came into view shortly after daybreak. It was a bleak and barren scene. The night before, Brig. Gen. Lloyd Jones, troops commanding officer, in an address over the ship's public address system, had warned that the landings might be opposed, though some previous reconnaissance had indicated they would not.

The boats were soon in the water, and the first "wave" formed rapidly.



First thing occupation troops constructed was a fighter strip, without which the island was extremely vulnerable to air attack from Kiska. Here, a P40 (Curtiss Warhawk) prepares to take off for patrol in the dawn-to-dusk fighter screen maintained over the area.

Advance information indicated the landings would be made on a shallow, rock-ribbed beach. This information was soon confirmed. Luckily there was little wind in the first hours of the operation, and the harbor's surface was only slightly ruffled. Even so, boat coxswains often found difficulty in withdrawing from the beach once they had gained it. And later that day, when a williwaw whipped down upon the harbor, turning it into whitecaps and causing breakers to rush against the shore, a successful landing was made extremely difficult.

While the hard, back-breaking labor of getting gear and supplies ashore proceeded under the severest conditions imaginable, Army units began almost at once to devote all energies to building a fighter strip, without which we were extremely vulnerable to air attack from Kiska. The seizure of Amchitka remained a complete secret for days, and considerable progress had been made on the fighter strip before Jap aerial reconnaissance revealed our position and the Jap raids began.



-Official U. S. Navy Photographs.

Guns were quickly set up on the tundra in readiness for Jap raids, but the raids did not materialize until several days after the initial landings were made. The Russian orthodox cross at the right marks an Aleut grave, a number of which still stand on barren, treeless Amchitka, one of the few flat islands in the Aleutian chain. In recent years the island has been completely uninhabited.

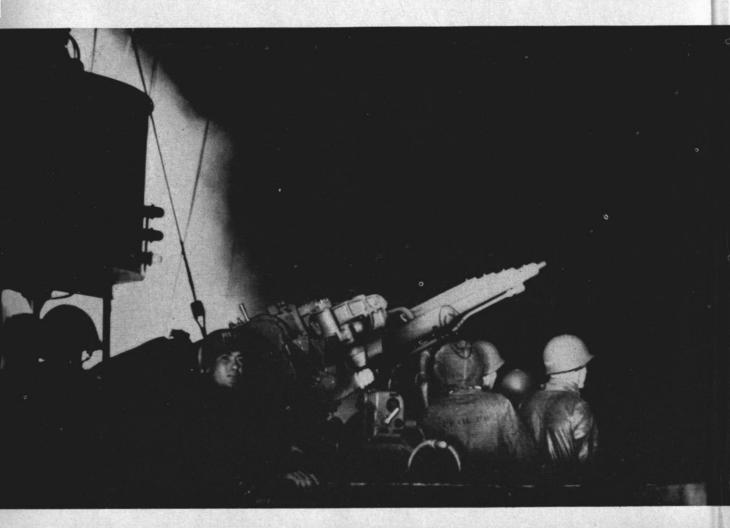


-Official U. S. Navy Photographs.

KULA GULF

These photographs show the two night battles of 5 and 6 July 1943. At top, the U.S.S.

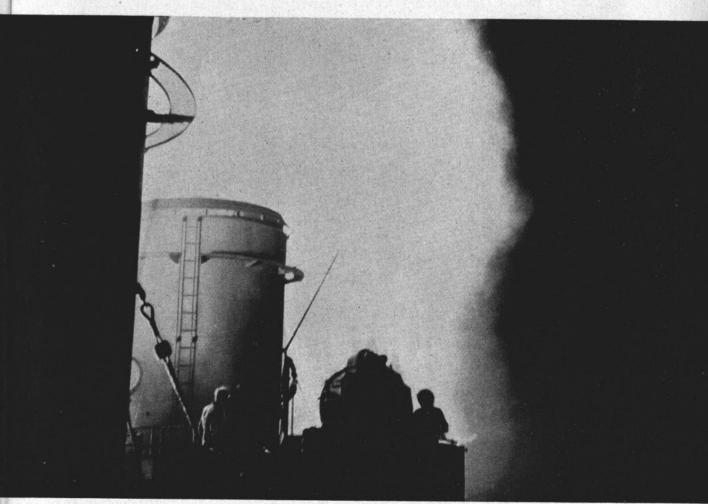
Helena fires her last shot at the Japs before being struck by an enemy torpedo. At bottom, flash silhouettes a gun crew manning 1.1" antiaircraft guns aboard cruiser.

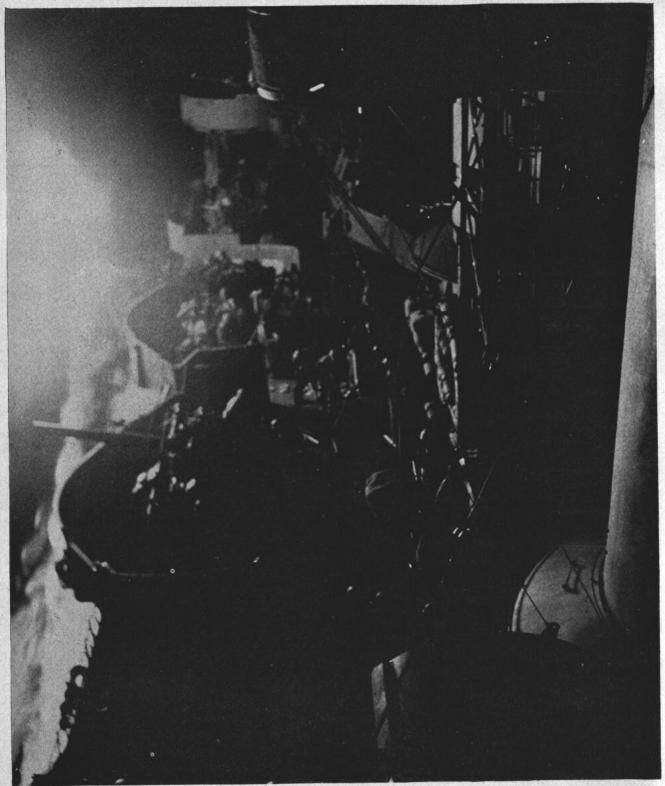




-Official U. S. Navy Photogra

Smoke from the U. S. S. Helena (upper left corner) is highlighted by the firing of warships. This photograph was made a minute after the top photograph on the previous page. Below, flash of a Naval vessel's heavy rifles have completely knocked out of the picture the beams from powerful searchlights that were combing the water for survivors of the U. S. S. Helena even as this picture was taken.





-Official U. S. Navy Photograph.

THIS WENT ON ALL NIGHT: Heavy and light batteries of United States ships, including the guns of this cruiser, poured sheets of flame and steel at the Japanese force which moved into the Kula Gulf following the American bombardment of Vila and Bairoko on New Georgia. Broadsides from American warships during the first 5 minutes of the action sent five Japanese destroyers to the bottom. A short time later, in an exchange lasting some 15 minutes, three and possibly four Japanese cruisers were sunk. It was during this engagement that the U. S. S. Helena was sunk. While United States ships were picking up survivors of the Helena, other American vessels raced into the fray to sink a Japanese light cruiser and destroyer and damage another destroyer.



"HELENA" CREW MEMBERS ANSWER ROLL: Covered with oil and missing much of their uniforms, these members of the *Helena's* crew were picked up by a destroyer. Other destroyers later risked possible attack by the Japanese to rescue 161 members of the cruiser's crew marooned on an island.



NEW UNIFORMS: Shipmates on the destroyer which picked up survivors of the *Helena* gave them clean, dry uniforms and they returned to the fight.



-Official U. S. Navy Photographs.

AFTER THE BATTLE—CLEAN-UP: Crew members of one of the ships in the Kula battle salvage shell cases—to be used against the enemy again.

MEDAL OF HONOR



NAVY CROSS



DISTINGUISHED SERVICE MEDAL



LEGION OF MERIT

DECORATIONS AND

Definite, Complete Systems of Awards for

By ROSS F. COLLINS Captain, USNR

(This article is appearing concurrently in the Numismatic Review)

From the formation of the Republic until quite recent years neither the Navy nor the Army had a definite, complete system of awards to cover heroism and especially meritorious service. In the past few years the Army arrived at a really complete system, which was followed by the Navy during the past year. The Marine Corps and Coast Guard are covered by the regulations applying to the Navy awards.

Official decorations and medals of our government, in the sense of those intended to be worn on the uniform, began with the award for fidelity by the Congress on 3 November 1780, to three private soldiers, John Paulding, David Williams, and Isaac Van Wart, all New York State Militiamen, for the apprehension of Major John André.

On 7 August 1782, George Washton issued an official order from his headquarters at Newburgh-on-the-Hudson, establishing a decoration to cover instances of unusual gallantry, and also of extraordinary fidelity and essential service. This decoration. worn on the left breast, consisted of a heart of purple cloth or silk, edged with narrow lace or binding, and was the forerunner of the present Purple Heart. It was provided that the facts of the act or service should be submitted to the Commander in Chief, accompanied by certificates from the commanding officers of the regiment and brigade to which the individual belonged, or other incontestible proof, for final approval.

This medal was never abolished, but so far as is now known, only three men ever received this award, viz: Sergt. Daniel Bissel (2d Connecticut Regiment, Continental Army), Sgt. Daniel Brown (5th Connecticut Regiment, Continental Army), and Sgt. Elijah Churchill of the 2d Continental

Dragoons, of Connecticut.

The same order provided a long service and good conduct badge for 3 years service with bravery, fidelity, and good conduct. It consisted of a narrow piece of white cloth, of an angular form fixed to the left sleeve of the uniform. Six years similar service was indicated by two similar pieces of cloth set parallel to each

No other official decorations or medals were issued until during the

All medal drawings exact size, done especially for the Information Bul-LETIN by Charles Chickering.

Civil War. The first of modern United States decorations was the Navy Medal of Honor authorized by Congress on 21 December 1861.

The award was limited to "petty officers, seamen, landsmen, and marines" for gallantry in action and other seamanlike qualities. On 12 July 1862 the Army Medal of Honor was authorized for "noncommissioned officers and privates" for gallantry in action and other soldier-like qualities. On 3 March 1863, the award was made available to commissioned officers of the Army, and the wording of the authority was changed making it available to only those who have most distinguished themselves in action.

The limitation for Civil War service was also removed, as had been done for the Navy on 16 July 1862. It was not until 3 March 1915, however, that commissioned officers of the Navy and Marine Corps were made eligible for the award.

No further medals were authorized until 1869 when the first Navy Good Conduct Medal was authorized. The



OBVERSE



[REVERSE]

AWARD FOR FIDELITY (First U. S. Medal, no longer awarded) [Exact size, photographed from a cast.]

MEDALS OF THE U.S.

Ieroism and Service is Recent Development

Certificate of Merit was authorized in 1847 but no medal was issued to go with it until 1905. The next medal was the Manila Bay Medal, familiarly known as the "Dewey Medal," which was followed by the West Indies Campaign Medal ("Sampson Medal"), the Specially Meritorious Service Medal, and the Congressional Medal for Philippine Service.

All of these medals were for special acts or special occasions, and no medallic award had ever been available to the veterans of any of our campaigns. Principally through the efforts of Lt. Gen. Adna R. Chafee for the Army, and Maj. Gen. George F. Elliott for the Marine Corps and the Navy, the deep-rooted prejudice against such awards in a Republic was overcome, questions of legality were untangled, and on 11 January 1905 it was announced in orders to the Army that campaign badges would be issued as part of the uniform.

ORDER OF PRECEDENCE

The following order of precedence of Navy decorations, and corresponding decorations awarded by the Army to naval personnel, has been approved by SecNav for wear by naval personnel;

Medal of Honor (Navy). Medal of Honor (Army). Marine Corps Brevet Medal. Navy Cross.

Distinguished Service Cross (Army).

Distinguished Service Medal.

Distinguished Service Medal (Army.)

Legion of Merit. Silver Star Medal.

Distinguished Flying Cross. Navy and Marine Corps Medal.

Soldiers Medal (Army). Air Medal.

Purple Heart.

Specially Meritorious Medal.

Presidential Unit Citation. Gold Life Saving Medal. Silver Life Saving Medal.

Dewey Medal. Sampson Medal.

NC-4 Medal.
Byrd Antarctic Expedition

Medal.
2d Byrd Antarctic Expedition Medal.

Navy Expeditionary Medal.

Marine Corps Expeditionary Medal.

Campaign Medals in chronological order. On 13 August 1908 the following campaigns were designated: Civil War, Indian Wars, Spanish Campaign, Philippine Campaign. Later orders made members of the organized militia, and men no longer in the service, eligible for the medals.

On 27 June 1908 two orders were issued by the Secretary of the Navy, one for the Navy and the other for the Marine Corps, authorizing medals for the Civil War, Spanish Campaign, Philippine Campaign, and China Campaign. Medals for the Army of Cuban Occupation and Army of Cuban Pacification followed, and were available to all of the armed services participating.

The medals for the Army differ in design from those for the Navy and Marine Corps, the latter two being identical except for the inscription on the reverse. Up to 1913, however, the ribbons for Army medals differed from those for the Navy and Marine Corps, so that veterans of the same campaigns wore entirely different ribbon bars. Following recommendations of the joint board, effective in the Navy on 12 August 1913, both services agreed to a uniform set of ribbons. In some cases one service adopted the ribbon of the other, and in others an entirely new ribbon was agreed upon.

The World War resulted in the institution of the Distinguished Service Cross, Silver Star, and Distinguished Service Medal for the Army, and the Distinguished Service Medal, and Navy Cross for the Navy.

The Silver Star was originally a small silver star worn on the campaign ribbon by those cited for gallantry in action, but was later issued as an actual medal. It was recently authorized for the Navy.

In 1926 the Distinguished Flying Cross was instituted available to all our armed services. At the same time the Soldier's Medal was authorized. This medal for service with the Army provided an award for those who distinguish themselves by heroism not involving actual conflict with an enemy. It was paralled last year by the new Navy and Marine Corps Medal.

In 1932 the Purple Heart was reestablished for the Army. It was awarded to those who had received the Meritorious Services Citation Certificate, and to those who were wounded in action. The Army now has a good conduct medal, and all services are eligible for the new Legion of Merit. This provides a junior award for distinguished or meritorious service. Four degrees, the highest of which becomes a signal honor, are authorized for awards to foreign officers.

It is hoped that these additional awards, together, with policies that (Continued on Page 32)



DISTINGUISHED FLYING CROSS



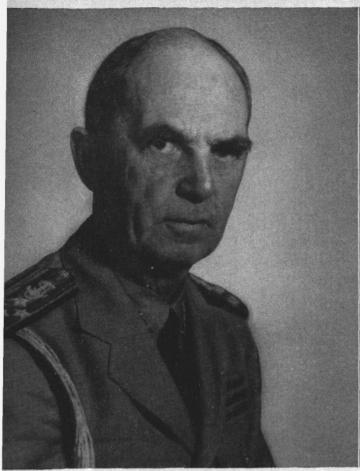
NAVY AND MARINE CORPS MEDAL



AIR MEDAL



PURPLE HEART





ADMIRAL WILLIAM D. LEAHY, USN (RET.)

ADMIRAL ERNEST J. KING, USN

Photographs like these are being prepared for the Archives.

Photo-Paintings of Naval Leaders

Technical Improvements Have Made Possible Portraits in Quantity for Historical Uses

Determined that likenesses of its leaders in this war shall be preserved for post-war purposes in the same way the scenes of its epic struggles are being recorded, the Navy has commissioned the noted portrait photographer, Maurice Constant, as a lieutenant in the Naval Reserve and set up a Documentary Photography unit in BuPers to insure that the lack of proper picturization of leaders of other wars will not occur again.

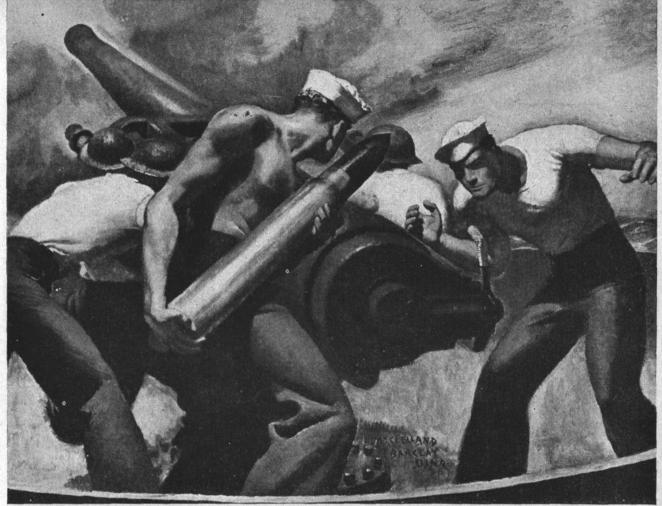
After photographing the Naval officers in Washington responsible for

the conduct of the war, Lieutenant Constant will leave for other areas.

In addition to photographing Naval personnel, Lieutenant Constant will photograph Army leaders at the War Department's request. Time permitting, it is planned also to photograph leaders of Allied nations.

Since historical evaluation requires study of the leaders of the period under scrutiny, likenesses are of specific use. As far back as the Revolutionary War, painters were commissioned to produce portraits of military leaders. The medium of oil being of necessity a long and tedious process, the output was necessarily restricted to portraits of a few men.

Lieutenant Constant in civilian life produced a collection of portrait studies of distinguished personages in the fields of art, science, government, and the armed forces which has been incorporated into the Franklin D. Roosevelt Hyde Park Library. A Constant panel of the Justices hangs in the Supreme Court Building.



"Dishing It Out With the Navy," a typical poster painting by Lt. Comdr. McClelland Barclay, USNR

The Navy's Combat Artists

Capturing Scenes the Camera Cannot Catch, Painters Are Helping Record War's History

Reports during the past month that Lt. Comdr. McClelland Barclay, USNR, artist most widely known for his Navy

Lt. Comdr. Barclay

recruiting posters, is missing in action in the Southwest Pacific, focus attention on the activities of a group of artists commissioned in Navy to the 'paint" the war. Although Lieu-tenant Commander Barclay was on a spe-

cial duty, not attached to the regular group, his functions were similar to the others. What the purpose of the Navy com-

bat artists is, and how they accomplish their duties, was explained recently in an address by Commander E. John Long, USNR, officer in charge of the Pictorial Section, Office of Public Relations, under whose cognizance the artists operate. The text of that address, delivered before the Architectural League of New York, is

quoted below:

Historians of World War I found a woefully inadequate pictorial record of that conflict and particularly of the part played by our Navy. The picture coverage of the present war will be much better. Every important action of the war has been reported by cameramen and artists as well as writers. In the Navy's files are thousands of photographs which, for security reasons, cannot be released until the war is over.

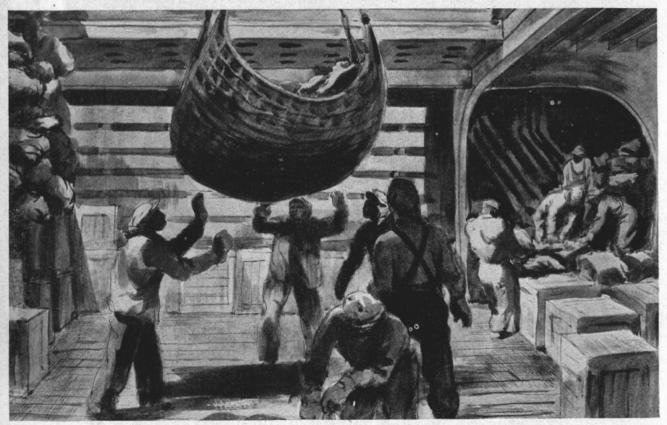
The modern camera, in spite of its great scope and versatility, however, has definite limitations. Some subjects, such as action at night, or in

foul weather, or over wide expanses of sea and sky, are beyond the range of photography. But they may be depicted by an artist, who can capture the dramatic intensity of an action and put it on canvas, and by a proper use of an artist's skill make scenes and activities more vivid and poignant, stressing and integrating essentiol elements and omitting unimportant detail.

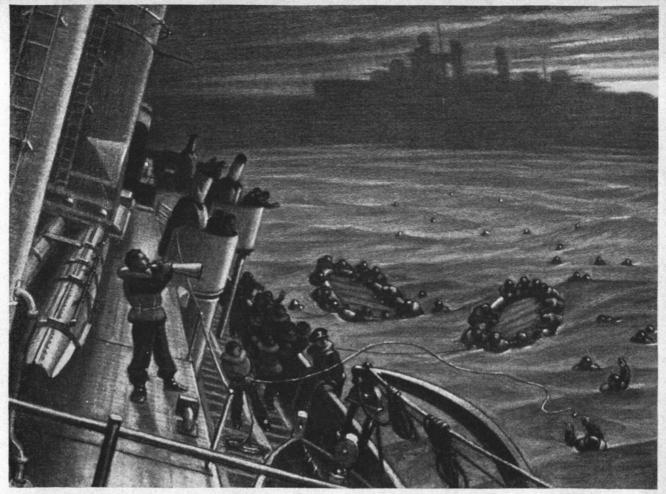
Significant naval events are thus being recorded today, not only by the camera but by a few carefully chosen men, who are naval officers as well as artists. These men, assigned by the Navy's Office of Public Relations to combat zones, paint the Navy at war in all its phases, whether aboard ship, at our furtherest outposts, or with the bold task forces that are the spearheads of modern strategy. In addition to their primary job as artists,



Battle of the Santa Cruz Islands, by Lt. (jg) Dwight C. Shepler, USNR



Loading Mail Bags, by Lt. (jg) Mitchell Jamieson, USNR



The Reuben James survivors, by Lt. Comdr. Griffith B. Coale, USNR

these men have duties as junior officers of the watch afloat, in order that they may have a thorough understanding of their subject matter.

In all theaters of war, from the great naval battles of Guadalcanal, Savo Island, Lunga Point, and Santa Cruz, the occupation of the Aleutian Island of Amchitka, aboard convoys to Iceland and Africa and Sicily, in the perilous waters of the North Atlantic, these officer-artists have been on the spot, experiencing momentous events and recording them so that the public and Navy alike may have a better conception of the vast and bloody conflict taking place beyond our shores.

Almost a year before Pearl Harbor, the Navy commissioned Lt. Comdr. Griffith Baily Coale, USNR, to paint historical events of the turbid "emergency period" preceding the war. His first assignment was a convoy to Iceland. The stirring events of that trip, recorded in paintings and drawings, supplemented by his log, were published in book form by Farrar & Rinehart under the title "North Atlantic Patrol." The book has been very well received in naval circles as well as by the public, and all profits have been donated to the Navy Relief Society.

Coale was later sent to Pearl Harbor and Midway Island. He painted in Hawaii an important historical canvas, depicting the sneak attack of 7 December, reconstructed from photographs, official reports, and eyewitness accounts, soon after this worldshaking event took place.

In the spring of 1942, after eliminating many candidates, four young artists, Lt. William F. Draper, USNR, and Lt. Dwight C. Shepler, USNR, both of Boston; Lt. Albert K. Murray, USNR, of New York; and Lt. (jg) Mitchell Jamieson, USNR, of Washington, D. C., were commissioned as officer-artists to be sent on combat assignments. Each had to pass the rigorous physical examination as do other naval officers.

Lieutenant Shepler was the first to see battle action. He served as a deck officer aboard several ships during 6 months of the first Solomons campaign in '42-'43, when bitter fighting was at its peak. His cruiser was in the thick of the battle of Santa Cruz. From his battle station, Shepler saw Jap planes dive-bomb his ship and others which were screening a United States carrier. This watercolor, with the sky blotched with antiaircraft fire, and Jap planes falling, is one of Shepler's most stirring paintings.

No photographs are available of the night battle off Savo Island, but Lieutenant Shepler has depicted it in a dramatic painting which shows the second phase of the victorious action against two strong Japanese surface forces on 14 November 1942. The picture was checked for accuracy and approved by the admiral commanding our forces there.

In the mud and dust and jungle of Guadalcanal, Shepler lived for 3 weeks, under steady Japanese bombardment. His pictures interpret more fully than photographs the true character of this tropical hell and of the struggles of our gallant marines. Shepler's water colors reveal men, malarial and wounded, being carried to landing boats and then to waiting ships, leaving comrades, both dead and alive, who had shown American courage at its best. This artist saw the peak of battle action. He portrayed, with a revealing insight, the men behind the guns and their offifrom first-hand knowledge, gained as a trenchmate who had experienced their thrills, hardships, and

Officer-artist Lt. William F. Draper went ashore with the forces of occupation at lonely Amchitka Island, the Aleutians, in January 1943. His paintings show ships stealing through



Kodiak, by Lt. William F. Draper, USNR

hazardous waters in the cold Arctic dawn, gray shadows against a grayer sky, while boatloads of anxious soldiers approach the barren shores, nearest United States territory to Tokyo, in small landing boats. All were tense, since they did not know what Jap resistance might develop. One of the ships ran aground and spread oil about, a likely target for Jap planes. Fortunately, the Japs deferred their first bombing visit for some days.

Lieutenant Draper's number was almost up once, as strafing bullets skimmed through the grass next to him as he crouched in his fox hole. In several dramatic oils he shows Jap planes attacking our positions, with bombs bursting and tracer bullets and ack-ack fire as red streaks against a sullen wintry sky.

While in the Aleutians, Lieutenant Draper's work was hampered by eccentric winds which sometimes blew at 100 miles an hour, wrecking planes and tossing lumber about like paper. He expressed this dread wind, more destructive than enemy raids, in three paintings. These and other pictures were made under most trying circumstances, for several times his canvas sailed into the air like a kite. When he ran out of canvas, Draper worked on pieces of masonite salvaged from Quonset huts. When he ran out of paint, he borrowed housepaint and carried on.

In this series he also shows us how the Seabees, the Navy's resourceful construction battalions, built from nothingness a Navy town. His brush reveals the ever-present hazards of life in an Arctic wilderness, a land of savage storms enveloped by a sea whose icy swells can freeze a person in a few minutes. Through it all runs the never-failing determination of stout-hearted men and the acts of courage, heroism, and unspoken sacrifice that war's necessities bring out of the worst of us. Draper's Aleutian

series was published in the August 1943 issue of the National Geographic Magazine.

Lt. Albert K. Murray, before going to the Caribbean area on assignment, painted portraits of six members of the Navy General Board. He also made a series of charcoal and oil portraits from life of heroes of the U. S. S. Boise, after she returned from fabulous exploits in the South Pacific and was undergoing repairs at the Philadelphia Navy Yard. The rugged captain, keen Irish Mike Moran; the doctor, under whose expert and devoted care all men not killed outright were brought through safely; the gunner's mate; and others, heroes all, have been put on paper and canvas as typical examples of a gallant fighting band.

In the Caribbean, Murray has depicted naval activity in a theater of the war that has yielded some fine, though not quite so spectacular material as the Pacific and Aleutians.



Ensign Lowell E. Davis, USN, by Lt. Albert K. Murray, USNR

He has given us a vivid and accurate picture of Navy life afloat and ashore in the closely guarded area between us and our Latin-American neighbors.

Lt. (jg) Mitchell Jamieson, USNR, whose series of paintings on Embarkation appeared in Life Magazine, gives us a running picture story of a typical convoy trip to North Africa. Jamieson stood watch and performed other naval duties en route. He shows us all of the manifold activities aboard a convoyed troop shipweighing anchor, message signaling, gunnery practice, men lounging in an uncomfortable aft hold, a scene in the galley as Filipino cooks get chow ready and sailors sit peeling spuds. men receiving mail, attending divine service, the armed guard ready for subs, etc.

In North Africa, Jamieson sensed the impact of military occupation on an area that had been largely pastoral and agricultural for decades. His impressions of Arab coal heavers returning home at midnight, soldiers marching to the accompaniment of

shrill-voiced Arab children begging for alms, the building of a tent city to shelter increasing hordes of troops, men learning to do things with their hands through necessity, long convoys entering the harbor and troops disembarking, the training of amphibious forces for invasion, the rusting hulks of torpedoed ships-Jamieson gives us all the myriad scenes and activities of modern warfare against a fantastic background of green and brown African hills and blue sky. He has seen and brought to us those extensive preparations and humdrum routine, those preludes to action, that are as much a part of war as battles

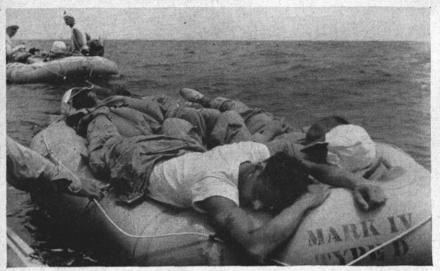
These officer-artists have not done their paintings in ivory towers, nor have they used the war as a test tube for new theories of art and expression. They have gone out to risk and suffer in the same degree as the men behind the guns, to give to the public, in graphic media, a better appreciation and a more complete insight into what is being done by our fighting

men on the world's far-flung battlefronts.

Sir Douglas Haig, in his introduction to the Western Front, the great collection of the drawings by Muirhead Bone on the last World War, said "the portrait and the picture are invaluable aids to the right reading of history."

The collection of paintings and drawings by these Navy artists is a vivid and accurate picture of the Navy at war. In addition to the many photographs being made, it will provide a historical record of naval warfare such as the world has never seen before.

A book on the work of the men in the Navy art project is being published this fall by William Morrow & Co., New York, with text by Hanson Baldwin and a foreword by Admiral A. J. Hepburn, Chairman of the Navy General Board. Approximately 25 reproductions in color and 75 reproductions in black and white of the artists' work will be included.



Chief Needs of Survivors: Protection Against Elements . . .

Means of furnishing protection against the weather are taking the form of several types of rubber and waterproof suits that double as life preservers, and portable covers that can be drawn over a liferaft as a sunshade, a rain-collecting surface, and a protection against cold or high seas. There are being studied also special sun caps and sunburn creams.



-Official U. S. Navy Photographs.

. . . And Drinking Water

This portable water still weighs 7 lbs, and turns out 12 lbs, of water from 1 lb. of fuel. Chemical methods of precipitating salts out of sea water have been perfected by naval experts.

The Trials of Lifesaving Equipment

New Devices Are Perfected in Tests Many Miles at Sea

By RICHARD L. GRIDLEY
Lieutenant, USNR

The gradual spread of war to all oceans and climates has resulted in an ambitious program of the armed forces and other Government and private agencies in developing lifesaving equipment to aid persons cast adrift in any of the seven seas.

As a means of keeping all services and agencies abreast of the latest developments in this field, the joint Chiefs of Staff recently directed the Coordinator of Research and Development of the Navy Department to undertake coordination of this work, including methods, techniques, evaluation of present equipment, as well as research on emergency equipment. Liaison is maintained with other United Nations in order that new rescue ideas may be adopted by all friendly countries at the earliest possible moment.

All branches of the armed forces and other agencies dealing in sea transportation, as well as the cognizant bureaus of the Navy, Army, and the Office of Strategic Services, are involved in the coordination plan.

The Navy Department, using its own as well as other personnel, has been directly involved during the pastmonth in two important "proving ground" tests of emergency rescue equipment. These trials were held off Cape Fear, N. C., and Pensacola, Fla. Particular attention was paid to

rubber rafts and rubber raft equipment used largely for the rescue of airmen forced down at sea. At Pensacola, too, the physical condition of "survivors" exposed to varying periods of sun, rain, and other exposure was under special study.

Rations are being developed to conserve space and to provide some nour-ishment without promoting an accompanying thirst. Fishing kits are included to provide a change of diet. Small first-aid kits are of assistance in case of disease, discomfort, or accident.

With a supply of pure drinking water and rations available, the next problem of the survivor is to be rescued. Many gadgets for attracting attention have been devised and are either in use or under study. Handoperated short-wave radio transmitters seem to have great possibilities in revealing the position of a lost raft. When rescuing planes or ships are in the vicinity other methods of attracting attention are available. Small rafts are extremely difficult to sight at sea, and nearby craft must be attracted by other means. Small hand mirrors, reflecting the sun toward the rescuers, can be seen for 10 miles. At night rockets provide the same effect. Various daytime methods include a bright-colored box kite, a brilliant dye that is thrown in the water in the vicinity of the raft, smoke guns, and gaudy colors on the raft and accessories

The comfort of survivors has not been overlooked in the consideration of life-raft design. Sleeping accommodations are to be improved considerably by stretching a canvas from side to side, thereby enabling occupants to keep off the bottom of the raft where water usually is standing. Seating arrangements will be changed to permit the necessary stretch of limbs without great inconvenience to other occupants. Stowage of accessories and clothes can be improved so that the raft at all times can present a trim appearance.

Miscellaneous articles like rations, tooth brushes—recently found to be a powerful morale builder—cigarettes, matches, watches, and other knick-knacks can be preserved watertight within a new life-preserver bag worn on the chest. It is reinflated by the lungs.

All of these rescue ideas have been subject of intensive experimentation by the Navy and Army, both in the laboratory and in the field. The field trials have been made under actual wartime conditions by casting volunteers adrift many miles at sea. These trials have uncovered many bugs in equipment that looked perfect on the drafting board and in the laboratories. It is expected that many lives will be saved in the future and the ordeals of many survivors made easier by the continuing study into the field of emergency rescue equipment.

Convalescence and Education

Success of Experimental Unit in Naval Hospital Will Lead to Broadened Services

Because of the success of an experimental unit in Philadelphia's United States naval hospital, educational services laboratories will be established as rapidly as possible in other naval hospitals.

In complete cooperation with medical authorities, the educational services program offers opportunities in the fields of languages, mathematics, naval customs and usage, and other subjects when needed or requested.

In the Philadelphia hospital, during the patient's brief stay, which averages 4 weeks, he is visited often by a specially trained educational services officer, who outlines and supervises the broad educational opportunities available. These include, among other things, linguaphone instruction in many languages—of which French is currently most popular—and correspondence study in any one of 6,877 courses which are available, through the Armed Forces Institute, in the extension divisions of 83 colleges and universities.

The most popular subject at the hospital is mathematics. Courses

range all the way from review arithmetic through algebra, plane geometry, and trigonometry. A close second in interest—shown by the hospital staff itself—is the course in naval customs and usage, attended regularly by more than 300 members of the Navy Nurse Corps. The Navy doctors likewise have evinced an interest in brushing up on their languages by the linguaphone method.

Twice each week the hospital's public address system is used for 15-minute news summaries, and Weekly Newsmaps (Information Bulletin, July, 1943, p. 9) are used to help visualize for the student-patient the progress of the wars from which he has returned. War information is constantly made available as supplementary reading material, and the use of the hospital library is encouraged.

Plans are under way to expand hospital educational services activities by utilizing both the educational and therapeutic values of music, by employing films to acquaint patients with war developments and war is-

sues (as is already being done in other naval units), and extensive guidance work in helping naval personnel continue or round out their educational careers or helping them plan a long-term series of studies which will take them back to the job they want when the war is won.

Reception of the educational services opportunities by patients has been enthusiastic and seriousminded. They look forward to getting back to the job of winning the war, either in or out of the service, as soon as possible; meanwhile they welcome the chance to occupy the "thinking-and-waiting time" of convalescence in worth-while personal achievement.

This linking of the mind and body, the intellectual and the physical, is the key to the educational services hospital program. The combination of a creative educational opportunity and the finest medical care available, the experiment in Philadelphia has demonstrated, can win the war on the personal, as well as the international, battle fronts.

New Army and Navy Staff College Opens in Washington

The Army and Navy Staff College, located in the new War Department Building, Twenty-First Street and Virginia Avenue NW., Washington, D. C., was formally opened in August.

The Army and Navy Staff College, an activity under the jurisdiction of the joint Chiefs of Staff, operating under the direct supervision of the joint Deputy Chiefs of Staff, has been established to instruct selected qualified Army, Navy, and Marine Corps officers in the performance of command staff duties in unified and coordinated activities of Army and Navy forces by increasing their knowledge of the technique of operations and logistics of land, sea, and air forces.

The course of instruction is divided into two phases. The first phase is conducted at three associated schools, the Naval War College, Newport, R. I.; the Army Command and General Staff School, Leavenworth, Kans.; and the Army Air Forces School of Applied Tactics, Orlando, Fla. The second phase will be at the Army and Navy Staff College.

The first phase is intended to supplement the student officer's knowledge of his own service or branch by a very comprehensive course in the staff organizations, functions, and procedure, and the capabilities and limitations of vessels and weapons and services unfamiliar to him. During this phase the student officer will attend a 4 weeks' course at the two associated schools he has not previously attended.

The 8 weeks' course at the Army and Navy Staff College, Washington, will give all student officers intensive instruction in the application and use of their knowledge in joint or coordinated operations. The college is divided into four joint staff divisions: Intelligence, Operations, Logistics, and Communications. The Joint Operations Division is subdivided into joint air operations and amphibious operations.

Between 30 and 40 student officers, with ranks normally ranging upward from lieutenant colonel in the Army and Marine Corps and commander in the Navy, respectively, will attend each course. Instructors have been selected from officers of each service experienced in each subject under study. Other lectures will be given by officers visiting or returning to Washington from the various operational theatres.

PUBLICATION CHECK LIST

Designed to call attention to published information which otherwise may be missed. Activity or publisher in parenthesis indicates where publication may be obtained; cost, if any, as indicated. Issuing activities should furnish listings to editor.

UNICALS

Official

Personal Affairs of Naval Personnel and Aid for Their Dependents (BuPers, NavPers 15,014). This is being given general distribution.

Summary of Ranks and Rates of the U. S. Navy Together with Designations and Insignia. (Official copies, BuPers, Nav Pers 15,004; personal copies, Superintendent of Documents, Washington, D. C., J-527,777, 5 cents.) Reprinted with minor changes from the BuPers Information Buletin, issue of May 1943.

letin, issue of May 1943.

Summary of Regulations Governing the Issuance and Wearing of Decorations, Medals and Ribbons Now Designated for Naval Personnel. (Official copies, BuPers, NavPers 15,016; personal copies, Superintendent of Documents, Washington, D. C., J-538,338, 5 cents.) Reprinted with certain added material from the BuPers Information Bulletin, issue of March 1943; second printing, revised.

PERIODICALS

Official

TraDiv Letter for 15 August 1943 (Training Division, BuPers).

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from the local commanding officer in all possible instances. Answers to correspondence addressed to the Editor will be through this column only.

TO THE EDITOR:

I hope I'm not jumping too soon, but the Guadalcanal Battle Blaze insignia, which is now out for future dress of the Fighting First Marines of the Solomons (Information Bulletin, May 1943, p. 52), sure knocks the morale of a lot of us. Don't we—Navy and Coast Guard, sailors who landed a few hours after the marines to establish radio and signal stations, and boat crews, who worked relentlessly back and forth unloading ships day and night—rate consideration?

Here's something that I believe very few people know: Of the original landing force there were 20 of us left behind, a month after the marines were relieved. In all, we stood in the Solomons over 6 months. And what justice does this do the crew of three YP's that carried necessary supplies from Tulagi to Guadalcanal and, I might say, saved the day many times?

My intentions aren't to throw this up at anybody and expect immediate rectification on an oversight, or whatever it might be called. Nor is it for glory; not in the least. I, myself, am thankful to be alive, but why take the credit from men so deserving of it?—R. G., SM1c, USN.

Answer: "Blazes" are not worn on Navy uniforms. However, you may be sure that in due time appropriate naval recognition will be given all who participated honorably in all naval actions.

TO THE EDITOR:

In the July issue there was a list of publications on page 66 which could be had by writing to the address given in the item

However, I've had some difficulty in understanding some of the abbreviations or to understand the complete address of, e. g., "U. S. Coast Guard," not knowing whether to write Wash-



-Flight (NCS, Grosse He, Mich.)

ington, D. C., or the United States Coast Guard Academy. I've asked several men on the station, and none have been able to help me. I'd appreciate your enlightening me.—S. A. M., AS, USNR.

Answer: United States Coast Guard, Washington, D. C. This answer could have been obtained from your division officer or company commander.

TO THE EDITOR:

We have had a great deal of discussion here over the regulations of the service stripe and who is allowed to wear it. We have a number of men at the base who have had previous active and inactive service in the Army and National Guard. All these men are drawing longevity for their time and feel that inasmuch as it was the Federal service they should be allowed to wear the stripe. We understand that men in the Army, with previous Navy time, and men from the National Guard are allowed to wear Would you please set us right on this question?

Uniform Regulations, 1941, Article 8-8 (c), fail to state "yes" or "no" on the above question and leave the whole matter in doubt.—G. A. N., Cox, USNR.

Answer: No. If Army service counted, Uniform Regulations would so state.

TO THE EDITOR:

Today a question has come which we are unable to answer, so we are turning to you for assistance. A man, WT1c, with many years' service, came in to say that he had been questioned about wearing a service star for his son who is in the service and of whom he is very proud. As it was a Reserve officer who questioned him regarding it. he seeks more information concerning his right to wear it. Please give us your verdict-he says he would much rather wear the star than campaign ribbons, as he doesn't care to tell the world where he has been, but does want the world to know he has a son in the armed forces.-Librarian, United States Naval Hospital.

Answer: He cannot wear such a service star; only official insignia can be worn upon a uniform, and service stars have no official sanction.

NEW NAMES in the Navy

The U. S. S. Remey, in honor of the late Rear Admiral George Collier Remey, USN. Admiral Remey held commands in the war between the States, was in command of the naval base at Key West in the Spanish-American war, and was commander-in-chief of United States squadrons in the Far East during the Insurrection of the Philippines and the Boxer war in China in 1900.

The U.S. S. Kenneth Whiting, a seaplane tender, in honor of the late Capt. Kenneth Whiting, USN (Ret.), a distinguished pioneer in the fields of aviation and submarine operations. Once, as an ensign in 1909, in a hazardous experiment to demonstrate a means of escape from a sunken submarine, he was expelled from a torpedo tube of the Porpoise and swam to the surface in safety. In 1914 Captain Whiting was taught to pilot a plane by Orville Wright. He was awarded the Navy Cross for outstanding service as "commanding officer of the first United States aeronautical detachment to reach France" in the First World War, and "later in command of the important United States naval air station at Killinghouse, England." He helped plan the carriers Lexington and Saratoga and commanded the Saratoga. later Whiting Field, auxiliary air station, Milton, Okla., was also named in honor of Captain Whiting (BuPers BULLETIN, August 1943, p. 49).

U. S. DECORATIONS

{continued from page 23}

have been enunciated will result in a close adherence to the rules for the award of each decoration. In the past, in some cases, these rules have not been followed, and medals intended for heroism have been awarded for meritorious services where no heroism was involved.

Both branches of the service have a unit citation for outstanding performance in action. The Navy award is called the Presidential Unit Citation and the Army award the Distinguished Unit Badge.

The policy of awarding campaign medals has been continued, and the Navy has provided the Expeditionary Medal for minor campaigns where a medal is not issued.

Where the same decoration is won more than once, the Army issues a bronze Oak Leaf Cluster for each additional award. The Navy issues a gold star for the same purpose. This is worn on the ribbon of the appropriate decoration.

[Attention is invited to a special section on the subject of Navy Ribbons in the March 1943 Information Bulletin. For reprints, see page 74.]

TRAINING TIP

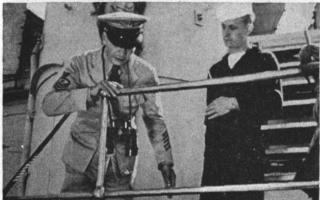
BINOCULARS: Proper Use and Care Are Simple But Important



On standard Navy binoculars, "7" of "7-50" is the "power", indicating magnification of objects seven times; "50" is "field", or width of lens in millimeters. To find relative night proficiency of binoculars, divide "field" by "power" and square result—in this case, 51 plus. The higher the result, the better the glass for night use.



FOCUSING: To allow for sight differences in the eyes, each eyepiece is focused separately by rotating it while the other eye remains closed. Best way to focus is to look through the binoculars at a distant view in the daytime, or at a not-too-bright star at night. A person should know and remember his focusing point for each eye.



HANDLING: One fall can ruin a pair of binoculars. The neckstrap always should be used, but binoculars should not be allowed to dangle and risk being banged against the rail. Slip one arm through the neckstrap and carry binoculars close to the armpit. Other don'ts: Don't put binoculars down in the sun, take them apart, or tamper with them.



ADJUSTING: Binoculars are hinged to permit adjustment according to the distance between the pupils of the user's eyes. It is helpful to have the interpupillary distance measured by the ship's medical officer. Remembering this will help a man to adjust any binoculars to his use with rapidity.



CLEANING: Clean exterior lens pieces by (1) blowing off any particles of dust; (2) moistening lens with breath and polishing with a small pad of fresh lens tissue. In subfreezing weather, use lens paper to clean lenses, but don't breathe on them, because the moisture will condense and freeze.



-Official U. S. Navy Photographs.

HEAVY WEATHER—COLD WEATHER: The user should devise a windshield to protect his eyes in heavy weather. In cold weather, binoculars should be left in the case and put in a cold spot for an hour before watch. After watch, they should be warmed gradually for an hour in the case before return to the original warm place.



-Official U. S. Navy Photograph.

BEFORE LEAVING NORTH AFRICA: Battleship (center) and transports of the invasion fleet. To Sicily last month new fleets took men, food, guns, military governors.

The American Navy at Sicily

Its Young Men, Newly-Trained Sailors, Carried Through the Test Like Veterans

By ERNIE PYLE

War Correspondent of the Scripps-Howard Newspapers and United Feature Syndicate

LET me try to draw you a picture of our vast water-borne invasion from the time it left Africa until it

disgorged upon the shores of Sicily.

EYEWITNESS
ACCOUNT
OF THE
MONTH

It is a story of the American Navy. The mere process of transporting this immense invasion force and protecting it on the way is one of the most thrilling thing's I've experienced in this war.

I've lived with the Army in the field so long I actually feel like a soldier, yet it was wonderful to get with the Navy for a change and let yourself sink into the blessedness of a world that is orderly and civilized by comparison with the animal-like existence of living in the field.

OUR vessel was neither a troopship nor a warship, but it was a mighty important ship. It was not huge, just big enough so you could feel self-respecting about our part in the invasion. Yet it was small enough to be intimate, and I got to be part of the ship's family by the time we actually set sail.

Reprinted by permission of United Feature Syndicate

I was thankful, because it gave me time to get acquainted and get the feel of warfare at sea. We did carry some troops. The first few hours every soldier spent on board was exactly the same—first of all they took a wonderful shower bath, then drank water with ice in it, then sat at a table and ate food with real silverware, then arranged their personal gear along the walls, then drank coffee, sat in real chairs, read recent magazines, saw a movie after supper, then into bed with a real mattress.

It was too much for most of us, and we all kept blubbering our appreciation until finally I'm sure the Navy must have become sick of our juvenile delights over things that used to be common to all men; and, oh yes, I forgot we have ice cream and Coca



-Official U. S. Navy Photograph.

THE GOAL: Shore line near Licata, Sicily, as Allied invaders move in. Thus end months of intensive training and meticulous planning on a vast scale.

Cola aboard, also. That is nothing short of miraculous.

THE fleet of 2,000 ships that carried the Allied invasion forces to Sicily was by all odds the most gigantic ever assembled in the world's history, many, many times the size of the great Spanish Armada. (Allied head-quarters announced later that the total of ships was 3,266.)

In reading of this invasion you must remember that at least half of it was British. The planning was done together and our figures lumped together, but in the actual invasion we sailed separate fleets, landed in separate areas.

But either section of the invasion, American or British, was a gigantic achievement. It was originated, planned, organized, and put into effect in the 5 short months since the Casablanca conference. The bulk of our own invasion fleet came into existence since November.

The United States Navy had the whole job of embarking, transporting, protecting, and landing American invasion troops in Sicily, then helping to fight the short battle with their warships, and afterward keeping the tremendously vital supplies and reinforcements flowing in steadily.

Youngsters of Scant Experience Did the Job

A FTER being with them through this operation, I must say my respect for the Navy is great. The personnel for this great task had to be built as quickly as the fleet itself. We did not rob the Pacific of anything. We created from whole cloth. There were 1,000 officers staffing these newtype invasion ships, and less than 20 of them were regular Navy men. The rest were all erstwhile civilians trained almost overnight into seadogs. The bulk of the assault craft came across the ocean under their own power. They are flat-bottomed and not addicted to deep-water sailing. Their skippers were all youngsters of scant experience. Some of them arrived here with hardly any equipment at all. As one Navy man said, this heterogeneous fleet was navigated across the Atlantic mainly by spitting into the wind.

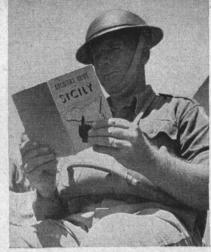
Fewer than a third of the sailors on our ship were Regular Navy. And most of that third hadn't been in the Navy many years. Most of our crew were young peacetime landlubbers who became sailors only because of the war and who were longing to get back to civil life.

These "amateurs" make a crew somewhat less efficient than you would have found before the war. They just haven't had time to become thoroughly adept. But their officers say they are terribly willing.

THE American invading force was brought from Africa to Sicily in three immense fleets sailing separately. Each of these three was in turn broken down into small fleets. It had been utterly impossible to sail them all as one fleet. That would have been like trying to herd all the sheep in the world with one dog. The ships sailed from every port in North Africa down to the tiniest ones. It



-Official U. S. Navy Photograph.



-British Official Photograph.



-Official U. S. Navy Photograph.

THE TRIP TO SICILY: Some U. S. soldiers doze, British soldier studies, other U. S. soldiers eat canned rations which their mascot refuses to beg for.

was all worked out like a railroad schedule.

Each of the three big fleets had a command ship carrying an admiral in charge of that fleet and the Army general in command of the troops being transported. Each command ship had been especially fitted up for the purpose with extra space for "war rooms," which contained huge maps, officers at desks, and scores of radio operators. It was through these command ships that the various land battles were directed in the early stages of the invasion before communication centers could be set up ashore.

Our three fleets were not all alike. One came directly from America, stopping in Africa only long enough for the troops to stretch their legs, then right on again. The big transport fleets were much easier to get here; but once here, their difficulties began. Everything had to be unloaded into lighter craft which the big ships carried on their decks, then taken ashore. It meant a much longer process of unloading than ours. When your assault troops are being attacked by land and your waiting ships are catching it from the air, believe me, the speed of unloading is mighty important.

In addition to the big transports and our hundreds of oceangoing landing craft, our fleet consisted of seagoing tugs, mine sweepers, subchasers, submarines, destroyers, cruisers, mine layers, repair ships, and selfpropelled barges mounting big guns.

We had practically everything that floats. Nobody can ever know until after the war just what planning this thing entailed, just what a staggering task it all was. Huge staffs worked on it in Washington until the last minute, then moved bag and baggage over here. Thousands of civilians worked day and night for months. Troops and ships practiced

landings over and over for months. A million little things had to be thought of and provided. That it all could be done in 5 months is a modern miracle.

"And yet," one high naval officer said as we talked about the invasion details on the way over, "the public will be disappointed when they learn where we landed. They expect us to invade Italy, France, Greece, Norway, and all of them at once. The people just can't realize that we must take just one step at a time, and this step we are taking now took a half year to prepare."



Before the war, Ernie Pyle was a roving correspondent for the Scripps-Howard newspapers and United Feature Syndicate. In the African invasion be went along with the U.S. Army, wrote colorful descriptions of the front. The Navy took him to Sicily, and his first articles concerning the Navy, reprinted here, were the result.

WE weren't told what day we were to sail, but it was obvious it wasn't going to be immediately, for there was still too much going and coming, too much hustle and bustle, about the port. Our ship, of course, was blacked-out while in port, but it wasn't observed as strictly as our convoy black-outs from England last fall.

For one thing, the activity of invasion preparation was so seething those last few weeks that in practically every port in North Africa the harbor lights blazed throughout the night, contemptuous of danger. There simply wasn't time to be cautious. The ship loading had to go on day and night, so they let the harbor lights burn.

The bunk assigned to me was in one of the big lower bunkrooms, but it was terrificially hot down there, so the captain of the ship—a serious, thoughtful veteran naval aviator—had a cot put up for me on the deck with a mattress on it, and there I slept with the soft fresh breezes of the Mediterranean night wafting over me. Mine was the best spot on the ship, even better than the captain's

Ships All Stripped for Action

WHEN I came aboard the vessel that was to carry us through the invasion, I was struck with the odd bleakness of the walls and ceilings throughout the ship.

At first I thought it was a new and very unbecoming type of interior decoration, but then shortly I realized that this strange effect was merely part of the Navy procedure of stripping for action. Inside our ship there were many other precautions. As you go into battle all excess rags and blankets are taken ashore or stowed away and locked up. The bunk mattresses are set on edge against the walls to act as absorbent







-Official U. S. Navy Photographs.

WHAT THE ADMIRALS WORE: Rear Admiral Alan G. Kirk, USN, (1) watches a landing, (2) keeps vigil in foul weather on bridge, (3) shakes hand of Vice Admiral H. K. Hewitt, USN.

cushions against torpedo or shell fragments. The entire crew must be fully dressed in shoes, shirts, and pants—no working in shorts or undershirts because of the danger of burns.

The Navy's traditional white hats are left below for the duration of the action. No white clothing is allowed to show on deck. Steel helmets, painted battleship gray, are worn during engagement. Men who go on night watches are awakened 45 minutes ahead of time instead of the usual few minutes and ordered to be on deck half an hour before going on watch, for it takes that long for the eyes to become accustomed to the full darkness.

ALL souvenir firearms are turned in and the ammunition thrown overboard. There was one locker room full of German and Italian rifles and revolvers which the sailors had got from front-line soldiers. Failure to throw away ammunition was a court-martial offense. The officers didn't want stray bullets whizzing around in case of fire.

Food supplies were taken from their regular hampers and stored all about the ship so that our entire supply couldn't be destroyed by one hit. All movie film was taken ashore. No flashlights, even hooded ones, were allowed.

Doors opening on deck have switches just the reverse of refrigerators—when you open the door the lights inside go out. All linoleum had been removed from the floors, all curtains taken down.

Because of weight limitations on the plane which brought me here I had to leave my Army gas mask behind, so the Navy issued me a Navy mask along with all the sailors before departure. They also gave me one of those bright yellow Mae West life preservers like aviators wear. BEFORE sailing on the invasion our ship had been lying far out in the harbor, tied to a buoy, for several days. Several times a day "general quarters" would sound and the crew would dash to their battle stations, but always it was a photo plane or perhaps one of our own.

Then we moved into a pier. That very night the raiders came and our ship got its baptism of fire-she lost her virginity, as the sailors put it. I had got out of bed at 3 a. m. as usual to stumble sleepily up to the radio shack to go over the news reports which the wireless had picked up. There were several radio operators on watch, and we were sitting around drinking coffee while we worked. Then around 4 a. m. all of a sudden "general quarters" sounded. It was still pitch dark. The whole ship came to life with a scurry and rattling, sailors dashing to stations before you'd have thought they could get their shoes on.

Shooting had already started around the harbor, so we knew this time it was real. I kept on working, and the radio operators did, too; or, rather, tried to work. So many people were going in and out of the radio shack that we were in darkness half the time, since the lights automatically go off when the door is opened.

THEN the biggest guns of our ship let loose. They made such a horrifying noise we thought we'd been hit by a bomb every time they went off. Dust and debris came drifting down from the ceiling to smear up everything. Nearby bombs shook us up, too.

One by one the electric light bulbs were shattered from the blasts. The thick steel walls of the cabin shook and rattled as tho they were tin. The entire vessel shivered under each blast. The harbor was lousy with ships, and they were all shooting. The

raiders were dropping flares all over the sky, and the searchlights on the warships were fanning the heavens.

Shrapnel rained down on the decks, making a terrific clatter. All this went on for an hour and a half. When it was over and everything was added up we found four planes had been shot down. Our casualties were negligible, and no damage was done the ship except little holes from near-misses. Three men on our ship had been wounded.

Best of all, we were credited with shooting down one of the planes!

Now this raid, of course, was only one of scores of thousands that have been conducted in this war. Standing alone it wouldn't even be worth mentioning. I'm mentioning it to show you what a little taste of the genuine thing can do for a bunch of young Americans.

As I have said, our kids on this ship had never been in action. The majority of them were strictly wartime sailors, still half-civilian in character. They'd never been shot at, never shot one of their own guns, except in practice, and because of this they had been very sober, a little unsure, and more than a little worried about the invasion ordeal that lay so near ahead of them. And then, all within an hour and a half, they became veterans. Their zeal went up like one of those shooting graph lines in the movies when business is good. Boys who had been all butterfingers were loading shells like machinery after 15 minutes when it became real. Boys who previously had gone through their routine lifelessly were now yelling with bitter seriousness, "Dammit, can't you pass them shells faster."

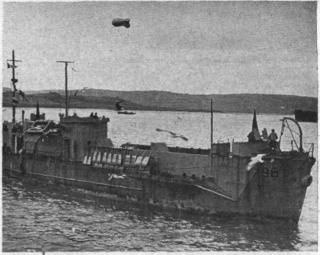
The gunnery officer, making his official report to the captain, did it in these gleefully robust words:

"Sir, we got the s—of a b—."

It was worth a day's pay to be on this ship the day after the raid. All



-Official U. S. Coast Guard Photograph.



-British Official Photograph.

THE LANDING: Coast Guard-manned transport is ... while only sea gulls flock around British Infantry missed by Axis hombers...

day long the sailors went gabble, gabble, gabble, each telling the other how they did it, what they saw, what they thought. After that raid a great part of their reluctance to start for the unknown vanished; their guns had become their pals, the enemy became real, and the war came alive for them, and they didn't fear it so much any more. This crew of sailors had just gone through what hundreds of thousands of other soldiers and sailors already had experienced-the conversion from peaceful people into fighters. There's nothing especially remarkable about it, but it is moving to be on hand and see it happen.

WHEN I try to picture our soldiers and sailors in camps back home now, I always visualize—and no doubt wrongly—a draftee who is going through his training like a man, but still reluctantly and without interest. There isn't a breath of that left over here. Once you are in action that's all gone. It goes because now you are working. You are working to stay alive, and not because somebody tells you to work.

You should see our sailors when general quarters sounds. They don't get to their stations in the manner of school kids going in when the bell rings. They get there by charging over things and knocking things down. I have seen them arrive at gun stations with nothing but their drawers on. I've seen officers upset their dinner and be clear out of the wardroom by the time the second "beep!" of the alarm signal sounded.

Whenever we had general quarters I always just froze wherever I was for about 5 minutes, to keep from getting bowled over in the rush.

And the boys on the guns—you would hardly recognize them. Shooting at planes isn't a duty for them, it's an outlet. I doubt if they have ever watched a ball game or ogled a girl with the complete intentness with

which they follow a distant plane in the sky. A gun has one blessing in addition to the one of protecting you: it occupies you. Busy people aren't often afraid.

Our ship had been in African waters many months but this invasion was the first violent action its crew had ever been through. Only three or four men, who'd been torpedoed in the Pacific, had ever before had any close association with the probability of sudden death.

I've come to know a great many of the sailors aboard and I know they went into this thing just as soldiers go into the first battle—seemingly calm but inside frightened and sick with worry. It's the lull in the last couple of days before starting that hits you so hard. In the preparation period your fate seems far away and once in action you are too busy to be afraid. It's just those last couple of days when you have time to think too much

The night before we sailed I sat in the darkness on the forward deck, helping half a dozen sailors eat a can of stolen pineapple. Some of the men of our little group were hardened and mature. Others were almost children. They all talked seriously and their gravity was touching. The olders ones tried to rationalize how the law of averages made it unlikely our ship, out of all the hundreds in action, would be hit. They spoke of the inferiority of the Italian fleet and argued pro and con over whether Germany had some hidden Luftwaffe up her sleeve she might whisk out to destroy us. Younger ones spoke but little. They talked to me of their plans and hopes for going to college or getting married after the war, always epilogued by the phrase: "If I get through this fracas alive."

As WE sat there on the hard deck, squatting in a circle around our

pineapple can like Indians, we all seemed terribly pathetic to me. Even the dizziest of us knew that within less than 48 hours many of us stood an excellent chance of being in this world no more. I don't believe one of us was afraid of the physical part of dying. That isn't the way it is. Your emotion is rather one of almost desperate reluctance to give up your future. I suppose that seems like splitting hairs and that it really all comes under the heading of fear, yet somehow to us there is a difference.

These gravely yearned-for futures of men going into battle include so many things—things such as seeing "the old lady" again, of going to college, of staying in the Navy for a career, of holding on your knee just once your own kid whom you've never seen, of becoming again champion salesman of your territory, of driving a coal truck around the streets of Kansas City once more and, yes, even of just sitting in the sun once more on the south side of a house in New Mexico.

When you huddle around together on the dark decks on your last wholly secure night it's these little hopes and ambitions that make up the sum total of your worry at leaving rather than any visualization of physical agony tomorrow.

Our deck and the shelflike deck above us was dotted with little groups huddled around talking. You couldn't see them but you could hear them. I deliberately listened around for awhile. Every group was talking in some way about their chances of survival. A dozen times I overheard this same remark: "Well, I don't worry about it because I look at it this way. If your number's up then it's up and if it ain't you'll come through no matter what:"

Every single person who expressed himself that way was a liar and knew it but, hell, a guy has to say some-



-British Official Photograph.

. . and soon prisoners of war are being marched to Allied landing craft for shipment to Africa. Guards here are British Naval Commandos.

thing on the last night. I heard oldsters offering to make bets at even money we wouldn't get hit at all, and 2 to 1 we wouldn't get hit seriously. Those were the offers but I don't think any bets actually were made.

Somehow it seemed sort of sacrilegious to bet on your own life.

O NCE I heard somebody in the darkness start cussing and give this answer to some sailor critic who was proclaiming how he'd run things:

"Well, I figure that Captain up there in the cabin has got a little more in his noggin than you have or he wouldn't be Captain, so I'll put my money on him."

And another sailor voice chimed in with, "Hell, yes, that Captain has slept through more watches than you and I have spent time in the Navy."

And so it went on that last night of safety. I never heard anybody say anything unpatriotic like the storybooks have people saying. There was philosophizing but it was simple and undramatic. I'm sure no man would have stayed ashore if given the chance. There was something bigger than the awful dread that would have kept him there. With me it probably was an irresistible egotism in seeing myself part of the historic naval movement. With others it was, I think, just the application of plain, ordinary, unspoken, even unrecognized, patriotism.

The Big Day Comes; Salute Brings Pride

I WAS on one of the fleet's headquarters ships. We'd been lying in the harbor for a week waiting while all the other ships got loaded. Finally, without even being told, we knew the big day had come, for all that day slower troop-carrying barges had filed past us in an unbroken line heading out to sea.

Finally around 4 o'clock in the afternoon the harbor was empty and

our ship slipped away from the pier. A magnificent sun was far down the arc of the sky, but it was still bright and the weather warm. We steamed out past the bomb-shattered city, past scores of ships sunk earlier in the battle for North Africa, past sailors and soldiers on land who weren't going along and who waved a goodbye to us. We waved back with a feeling of superiority we all felt inside without saying it, that we were part of something historic, almost men of destiny, you might call us.

Our vessel slid along at half speed, making almost no sound. Everybody not working was on deck for a last look at African soil. The mouth of the harbor was very narrow. Just as we were approaching the neck a voice came over the ship's loudspeaker: "Port side, attention."

All the sailors snapped upright and I with them, facing shoreward. And there at the harbor mouth on the flat roof of the bomb-shattered Customs House, stood a rigid guard of honor-British tars and American blue-jackets—with our two flags flying over them. The bugler played as all stood at attention. The officers stood at salute. The notes died out and there was not a sound. No one spoke. We slid on past on our mission into the unknown. They do dramatic things like that in the movies, but this one was genuine-so dearly true, so old in tradition, so vital with realism, that you could not control the tensed cords in your throat, and you felt deeply proud.

WE SAILED on past the stone breakwater with the waves beating against it and out onto the dark blue of the Mediterranean where the wind was freshening and far away the mist began to form on the watery horizon. We suddenly were aware of a scene that will shake me every time I think of it the rest of my life. It was our invasion fleet, formed there far out at sea, waiting for us.

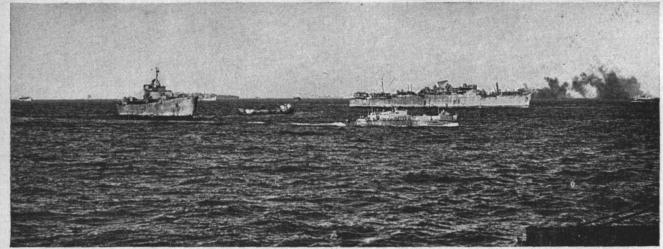
There is no way of conveying to you the enormity of that fleet. I can only say that on the horizon it resembled a distant city. It covered half the skyline and the dull-colored camouflaged ships stood indistinctly against the curve of the dark water as a solid formation of uncountable structures blending together. Even to be part of it was frightening. I hope no American ever has to see its counterpart sailing against us.

We caught up with the fleet and in the remaining hours of daylight it worked slowly forward. Our ship and the other command ships raced around herding our broods into proper formations, signaling by flag and signal light, shooing and instructing and ordering until this ship-strewn sea began to break into small globules and take course in their right manner.

WE ON board stood at the rails and wondered how much the Germans knew of us. Surely a force of this immensity could not be concealed. Reconnaissance planes could not possibly miss us. Axis agents on the shore had but to look through binoculars to see the start of the greatest armada ever assembled in the history of the world. Allied planes flew in formation far above us. Almost out of sight great graceful cruisers and wicked new destroyers raced on our perimeter to protect us. Just at dusk a whole squadron of vicious little PT boats. their engines roaring in one giant combination like a force of heavy bombers, crossed our bow and headed for Sicily.

Our guard was out. Our die was cast. Now there was no turning back ever, and we moved on into the enveloping night that might have a morning for us or might not. But nobody, truly nobody, was afraid now, for we were on our way.

THE ship's officers were told the whole invasion plan in great detail just after we started. The crew was



-British Official Photograph.

MORE ROUGH GOING: British section of invasion fleet moves in for landing as smoke clouds from ships and bombarded land bases dot horizon . . .

given the plan a little at a time after sailing. In addition, a mimeographed set of instructions and warnings was distributed about the ship before sailing. It ended as follows:

"This operation will be a completely offensive one. The ship will be at General Quarters or Condition Two throughout the operation. It may extend over a long period of time. Opportunities for rest will not come very often. You can be sure that you will have something to talk about when this is over. This ship must do her stuff."

The first morning out the sailors were called on deck and told where we were going. I stood with them as they got the news and couldn't see any change of expression at all, but later you could sense a new enthusiasm just merely from knowing.

That news, incidentally, was the occasion for settling up any number of bets. It seems the boys had been

wagering among themselves for days on where we would invade. You'd be surprised at the bad guesses. Many thought it would be Italy, some Greece, some France, and one poor, benighted chap even thought we were going to Norway.

THROUGHOUT the invasion period the entire crew was on one of two statuses—either "General Quarters" or "Condition Two." General Quarters is the Navy term for full alert and means everybody on full duty until the crisis ends. It may be 20 minutes or it may be 48 hours. Condition Two is half alert, 4 hours on, 4 hours off, but the off hours are spent right at your battle station. It merely gives you a little chance to relax

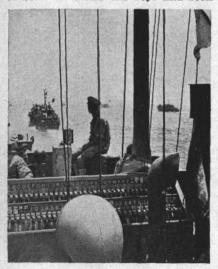
Our ship was packed to the gills. We were carrying extra Army and Navy staffs and our small ship had about 150 people above normal. Table sittings went up to four in the officers'

mess and the poor Negro boys who waited tables were at it nearly every waking hour. All bunks had at least two occupants and many officers slept on the deck rolled up in blankets. You couldn't move without stepping on somebody.

Lt. Comdr. Fritz Gleim, big Regular Navy man with a dry good humor, remarked one morning at breakfast: "Everybody is certainly polite on this ship. They always say 'Excuse me' when they step on you. I've got so I sleep right ahead while being walked on, so now they shake me till I wake up so they can say 'Excuse me.'"

Beautiful Weather The First Day Out

OUR first day at sea on the way to invade Sicily was truly like a peacetime Mediterranean cruise. The weather was something you read about, gently warm and sunny and the sea as smooth as velvet.

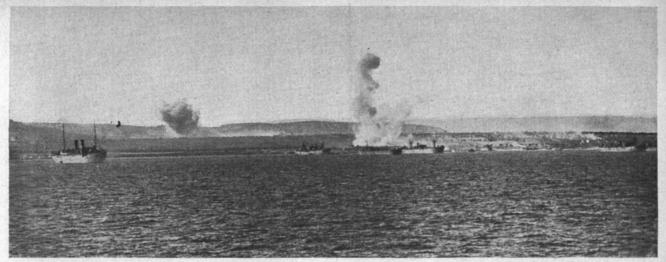






-British Official Photographs.

CONVOYS—AND MORE CONVOYS: An early one, left; a reinforcement convoy, center; the landing of more British troops, right.



British Official Photograph.

. . . and 4 miles south of Syracuse enemy bombers at tack British ships as they unload troops and landing craft for drive on city.

We were kept at a sharp alert, for at any moment we could be attacked by a submarine, surface ship or airplane, and yet any kind of an attack—even the fact that anybody would want to attack anybody else—was so utterly out of keeping with the benignity of the sea that it was hard to take seriously the possibility of danger.

I had thought I might be afraid at sea, sailing in this great fleet that by its very presence was justification for attack, and yet I found it impossible to be afraid. It had never occurred to me before that that might be the way in enemy waters during wartime. Why it remained that way we shall never know, but throughout our long voyage and right up to the final dropping anchor we never had one single attack from above, from below, nor from over the horizon.

DUSK brought a change. Not a feeling of fear at all, but somehow an acute sense of the drama we were

playing at that moment on the face of the sea that has known such a major share of the world's great warfare. In the faint light of the dusk, forms became indistinguishable. Nearby ships were only heavier spots against the heavy background of the night. Now you thought you saw something and now there was nothing. The gigantic armada was on all sides of us, there only in knowledge.

Then out of nowhere a rolling little sub-chaser took on a dim shape along-side us and with its motors held itself steady about 30 yards away. You could not see the speaker, but a megaphoned voice came loudly across the water telling us of the motor breakdown of one of the troop-carrying barges farther back.

We megaphoned advice over to him. His response came back. Out in the darkness the voice was young. You could picture a boyish skipper over there in his blown hair and his life

jacket and binoculars, rolling to the sea in the Mediterranean dusk.

Some young man who had so recently been so normally unaware of any sea at all—the bookkeeper in your bank, perhaps, and now here he was a strange new man in command of a ship, suddenly transformed into a person with awful responsibilities carrying out with great intentness his special small part of the enormous aggregate that is our war on all the lands and seas of the globe.

In HIS unnatural presence there in the rolling darkness of the Mediterranean you realized vividly how everybody in America has changed, how every life suddenly stopped and suddenly began again on a different course. Everything in this world has stopped except war and we are all men of new professions out in some strange night caring for each other.

That's the way you felt as you heard this kid, this pleasant kid, bawl-



-Official U. S. Navy Photograph.

. . . and this is what a U. S. naval observer saw of the 3,266 ships that hit Sicily and kept our troops supplied throughout the campaign.





-Official U. S. Navy Photographs.

BOMBARDMENT FROM THE SEA: U. S. cruiser shells Licata; Licata smokes after attack. Navy bombarded many towns before, after invasion . . .

ing across the dark waters strange nautical words with disciplined deliberation that carried in them the very strength of the sea itself, the strong, matured words of the captain of his own ship, saying: "Aye, aye, sir. If there is any change I will use my own judgment and report to you again at dawn. Good night, sir."

Then the whole darkness enveloped the American armada. Not a pin point of light showed from those hundreds of ships as they surged on thru the night toward their destiny, carrying across this ageless and indifferent sea tens of thousands of young men of new professions, fighting for—for—well, at least for each other.

THE sailors' white hats were forbidden on deck during the operations, so several sailors dyed their hats blue except that they turned out a sort of sickly purple. It was also the rule that everybody had to wear steel helmets during "General Quarters." Somehow I had it in my head that Navy people never wore life belts, but I was very wrong. Everybody wears them in the battle zone constantly. It became one of the ship's strictest rules the moment we left that you dare not get caught without a lifebelt on.

Most everybody wears the kind that straps around the waist like a belt about 4 inches wide. It is rubberized and lies flat. It has two little cartridges of compressed gas—exactly the same things you use in soda-water syphons at home—and when you press these they go off and fill your life belt with air.

My life jacket was one of the aviation Mae West type. I took that because it holds your head up if you are unconscious and I knew that at the first sign of danger I'd immediately become unconscious. Furthermore, I figured there's safety in numbers, so I took one of the regular life belts, too. I am so damn buoyant that if I'd ever jumped into the water I would have bounced right back out again.

A MASS of 2,000 ships couldn't possibly move without a few accidents. I have no idea of what the total was for the fleet as a whole, but for our portion it was very small. About half a dozen assault craft had engine breakdowns and either had to be towed or else straggled along behind and came in late—that was all.

Allied planes flew over us in formation several times a day. We couldn't see them most of the time, but I understand we had an air convoy the whole trip.

Then the Weather Almost Ruined Everything

WE HAD a couple of horrible moments as we went to invade Sicily. At the time they both looked disastrous for us but in the end they turned out with such happy endings that it seemed as the fate had deliberately waved her wand and plucked us from doom.

The weather was the cause of the first near tragedy on the morning of the day on which we were to attack Sicily. That night the weather turned miserable. Dawn came up gray and misty and the sea began to kick up. Even our fairly big ship was rolling and wallowing and the little flat bottomed landing craft were tossing around like corks.

As the day wore on it grew progressively worse. By noon the sea was rough even to professional sailors. By mid-afternoon it was breaking clear over our decks. By dusk it was absolutely mountainous. The wind howled at 40 miles an hour. You could barely stand on deck and our far spread convoy was a wallowing convulsive thing.

In the early afternoon the high command aboard our various ships began to wrinkle their brows. They were perplexed, vexed, and worried. Damn it, here the Mediterranean had been like a mill pond for a solid month and now on this vital day this storm had to come up out of nowhere. It could conceivably turn our whole venture into a disaster that would take thousands of lives and prolong the war for months.

HIGH seas and winds like this could cause many things such as:

1. The bulk of our soldiers would hit the beach weak and indifferent from seasickness, two-thirds of their fighting power destroyed.

2. Our slowest barges barely creeping along against the high waves might miss the last rendezvous and arrive too late with their precious armored equipment.

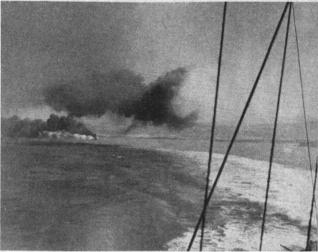
3. High waves would make launching the assault craft from the big transports next to impossible. Boats would be smashed, lives lost, and the attack vastly weakened.

There was a time when it seemed that to avoid complete failure the invasion would have to be postponed 24 hours and we'd have to turn around and cruise for an extra day increasing the chance of being discovered and heavily attacked by the enemy.

I asked our commanders about it. They said, "God knows." They would like to change the plans but it was impossible now. We'd have to go through with it, regardless. (Later I learned that the Supreme High Command did actually consider postponing.)

MANY ships in the fleet carried barrage balloons against an air attack. The quick snap of the ship's deck when it dropped into a trough would tear the high flying balloon loose from its cable. The freed silver bag would soar up and up until finally in the thin, high air it would burst and disappear from view. One by one we watched the balloons break loose during the afternoon. Scores of them dotted the sky above our convoy. That night when the last light of day failed only three balloons were left in the entire fleet.





-Official U. S. Navy Photographs.

. . . After bombardment of Licata, empty shell cases roll about deck of an Allied warship. Soon destroyer lays smoke screen for landings.

In the early afternoon we sent a destroyer back through the fleet to find out how all the ships were getting along. It came back with the appalling news that 30 percent of all the soldiers were deathly seasick. One Army officer had been washed overboard from one craft but picked up by another about four ships behind.

The little sub-chasers and the infantry-carrying assault craft would disappear completely as you watched them. Then the next moment they would be carried so high they seemed to leap clear out of the water. By late afternoon many of the sailors on our vessel were sick. Surely 50 percent of our troops must have been flat on their backs.

During the worst of the blow we hoped and prayed that the weather would moderate by dusk but it didn't. The officers tried to make jokes about it at suppertime. One said, "Think of hitting the beach tonight, seasick as hell, and with your stomach upside down and the very first thing you come face to face with an Italian with a big garlic breath!"

At 10 o'clock I lay down with my clothes on. There wasn't anything I could do and the rolling sea was beginning to take nibbles at my stomach, too. I never have been so depressed in my life. I lay there and let the curse of a too-vivid imagination picture a violent and complete catastrophe for America's war effort before another sun rose. The wind was howling and the ship was pounding and falling through space.

THE next thing I knew a loud voice over the ship's loudspeaker was saying:

"Stand by for gunfire. We may have to shoot out some searchlights."

I raised up, startled. The engines were stopped. There seemed to be no wind. The entire ship was quiet as a grave. I grabbed my helmet and ran out onto the deck and stared over the

rail. We were anchored and you could see dark shapes in the Sicilian hills not far away. We had arrived. The water lapped with a gentle caressing sound against the sides of the motionless ship.

I looked down and the green surface of the Mediterranean was slick and smooth as a table top. The assault boats already were skimming past us toward the shore. Not a breath of air stirred. The miracle had happened.

D-Day Comes, and H-Hour

IN INVASION parlance the day you strike a new country is called D-day and the time you hit the beach is H-hour. In the invasion contingent for which I am a very biased rooter H-hour was set for 2:45 a. m., July 10.

This was when the first mass assault on the beach was to begin. Actually the paratroopers and Rangers were there several hours before. The other two large American forces which traveled from North Africa in separate units hit the beaches far down to our right about the same time. You could tell when they landed by the shooting during the first hour or so of the assault.

It seemed to me out on our ship that all hell was breaking loose ashore, but now that I look back upon it from a firmer foundation, actually knowing what happened, it doesn't seem so very dramatic.

A MORE spectacular show was in the sector to our right, some 12 or 15 miles down the beach. There the First Infantry Division was having stiff opposition and their naval escort stood off miles from shore and threw steel at the enemy artillery in the hills.

It was the first time I'd ever seen tracer shells used at night in big guns and it was fascinating.

From where we sat it was like watching a tennis game played with red balls, except all the balls went in one direction. You would see a golden flash way off in the darkness. Out of the flash would go shooting a tiny red dot. That was the big shell. It covered the first quarter of the total distance almost instantly. Then it would uncannily begin a much slower speed as tho it had put on a brake.

There didn't seem to be any tapering down between its high and low speeds. It went from high to low instantly. You'd think it would start arcing downward in its slower speed but instead it amazingly just kept on in an almost flat trajectory as tho it were on wheels being propelled along a level road. Finally after a flight so long you stood unbelieving that a thing could still be in the air it would disappear in a little flash as it hit something on the shore. Long afterwards you'd hear the heavy explosions come rolling across the water.

OUR portion of the American assault went best of all. The First Division on our right had some bitter opposition and the Forty-fifth on beyond them had some rough seas and bad beaches. But with us everything was just about perfect.

Our Navy can't be given too much credit for putting the troops ashore the way they did. You can't realize what a nearly impossible task it is to arrive in the dead of night at exactly the right spot with your convoy, feel your way in through the darkness, pick out the very pinpoint of an utterly strange shore line which you've been told long beforehand to hit, then put your boat safely ashore right there. In our sector every boat hit every beach just right.

They tell me it is the first time in history it has ever been accomplished. The finest tribute to the Navy's marksmanship came from one soldier who later told this to Major Truscott, his division commander:

"Sir, I took my little black dog with





-Official U. S. Navy Photographs.

U. S. STAFF OFFICERS quickly land at Licata, find a town that has been much softened up by the bombardment of naval forces.

me in my arms and I sure was scared standing in that assault boat. Finally we hit the beach and as we piled out into the water we were worse scared than ever. Then we waded ashore and looked around and there right ahead of me was a white house just where you said it would be and after that I wasn't scared."

Fate of Ship Hangs as Spotlight Plays

As long as this ship of ours sails the high seas, even after every member of the present crew has been transferred away, I'm sure the story of the searchlights will linger on in the wardroom and forecastle like a written legend.

It is the story of a few minutes when the fate of this ship hung upon the whim of the enemy. For some reason which we probably will never know the command to obliterate us was never given.

Our great, bad moment occurred just as we had ended our long invasion voyage from north Africa and stopped at our designated place off the south coast of Sicily. Our ship was about 31/2 miles from shore which in the world of big guns is practically hanging in the cannon muzzle. Two or three smaller ships were in closer than we but the bulk of our invasion fleet stood far out to sea behind us. Our Admiral had the reputation of always getting up close where he could have a hand in the shooting. and he certainly ran true to form throughout this invasion.

W E'D been stopped only a minute when big searchlights blinked on from the shore and began to search the waters. Apparently the watchers ashore had heard some sounds at sea. The lights swept back and forth across the dark water and after a few exploratory sweeps one of them centered dead upon us and stopped. Then as we held our breaths the searchlights,

one by one, came down with their beams upon our ship. They had found their mark.

All five of them stretching out over a shore line of several miles pinioned us in their white shafts as we sat there as naked as babies and just as scared. I would have been glad to bawl like one if it would have helped, for this searchlight business meant the enemy had us on the block. We not only were discovered, we were caught in a funnel from which there was no escaping.

We couldn't possibly move fast enough to run out of their beams. We were within simple and easy gunning distance. We were a sitting duck. We were stuck on the end of five merciless poles of light. We were utterly helpless,

"When that fifth searchlight stopped on us all my children became orphans," one of the officers said later.

ANOTHER one said, "The straw that broke my back was when the anchor went down. The chain made so much noise you could have heard it in Rome."

A third one said, "The fellow standing next to me was breathing so hard I couldn't hear the anchor go down. Then I realized there wasn't anybody standing next to me."

We got all set to shoot at the lights but then we waited. Our Admiral decided there was some possibility they couldn't see us through the slight haze although he was at a loss to explain why all five lights stopped on us if they couldn't see us.

We had three alternatives—to start shooting and thus compel return fire; to up anchor and run for it; or to sit quiet like a mouse and wait in terror. We did the latter.

I don't know how long the five lights were on us. It seemed like hours. It may have been five minutes. At any rate at the end of some unbelievably long time one of them suddenly blinked out. Then, one by one, seemingly erratically and with no purpose in mind, the others went out, too. The last one held us a long time as though playing with us. Then it, too, went out and we were once again alone in the blessed darkness. Not a shot had been fired.

ASSAULT boats had been speeding past us all the time and a few minutes later they hit the beach. The searchlights flashed on again, but from then on they were busy fanning the beach itself. It didn't take our attacking troops long to shoot the lights out from close range.

I'm not sure some of them weren't just turned out and left off for good. We've never yet found out for sure why the Italian big guns on the shore didn't let us have it. Several of us inquired around when we got ashore after daylight. We never found the searchlight men themselves, but from other Italian soldiers and citizens of the town we learned that the people ashore were so damn scared at whatever was about to attack them out there on the water that they were afraid to start anything.

I guess I'm always going to have to love the Italians, for anybody else behind those searchlights and guns that night and we of this ship would be telling our searchlight yarn to St. Peter by now.

Bedlam Breaks Loose as Dawn Comes

JUST before daylight on the morning we landed in Sicily I lay down for a few minutes' nap, knowing the predawn lull wouldn't last long once the sun came up. And sure enough just as the first faint light was beginning to come, bedlam broke loose all around us for miles. The air was suddenly filled with sound and danger and tension, and the gray-lighted sky became measled with thousands of the dark puffs of ack-ack.



-British Official Photograph.

THE VICTORY GROWS: Italian prisoners pass through Syracuse after its fall on their way to internment camps.

Enemy planes had come to divebomb our ships. They got a hot reception from our thousands of guns, and a still hotter one from our own planes, which had anticipated them and were waiting out beyond.

The scene that emerged from the veil of night was a moving one. Our small assault craft were all up and down the beach, unloading and dashing off again. Ships of many sizes moved toward the shore, and others moved back away from it. Still other ships, so many they were uncountable, spread out over the water as far as you could see. The biggest ones lay far off, waiting their turn to come in. They made a solid wall on the horizon behind us.

Between that wall and the shoreline the sea writhed with shipping. And running out at right angles from the shore through this hodgepodge, like a bee-line highway through a forest, was a single solid line of shorebound barges, carrying tanks. They chugged along in Indian file, about 50 yards apart—slowly yet with such calm relentlessness that you felt it would take some power greater than any we know to divert them.

THE airplanes left, and then other things began to happen. Italian guns on the hills back of the beach opened up. The shells dropped at first on the beach, making yellow clouds of dust as they exploded. Then they started for the ships. They never did hit any of us, but they came so close it made your head swim. They tried one target after another, and one of the targets happened to be us.

The moment the shooting started we had got quickly under way—not to run off, but to be in motion and consequently harder to hit. They fired at us just once. The shell struck the water 50 yards behind us and threw up a geyser of spray. It made a terrific flat quacking sound as it burst,

exactly like a mortar shell exploding on land.

Our ship wasn't supposed to do much firing, but that was too much for the admiral. He ordered our guns into action. And for the next 10 minutes we sounded like Edgewood Arsenal blowing up.

A few preliminary shots gave us our range, and then we started pouring shells into the town and into the gun positions in the hills. The whole vessel shook with every salvo, and scorched wadding came raining down on the deck like cinders.

We traveled at full speed, parallel to the shore and about a mile out, while shooting.

FOR the first time I found out how they do something like this. Two destroyers and ourselves were doing the shelling, while all the other ships in close were scurrying around to make themselves hard to hit, just turning in tight circles, leaving half-moon wakes behind them. The sea actually looked funny with all those semicircular white wakes splattered over it and everything twisting around in such deliberate confusion.

We sailed at top speed for about 3 miles, firing several times a minute. For some reason I was as thrilled with our unusual speed as with the noise of the steel we were pouring out. If you watched closely you could follow our shells with your naked eye almost as far as the shore, and then pick up the gray smoke puffs after they hit.

At the end of our run we would turn so quickly that we would heel far over, and then start right back. The two destroyers would do the same. We would meet them about halfway. It was just like three teams of horses plowing a cornfield—back and forth, back and forth—the plows taking alternate rows.

This constant shifting would put us closest to shore on one run, and farthest away a couple of runs later. At times we would be right up on the edge of pale green water, too shallow to go any closer.

DURING all this action I stood on a big steel ammunition box marked "Keep Off," surrounded by guns on three sides, with a smokestack at my back. It was as safe as any place else, it kept me out of the way, and it gave me an \$8.80 view of everything.

Finally the Italian fire dwindled off. Then the two destroyers went in as close to shore as they could get and resumed their methodical runs back and forth. Only this time they weren't firing but belching terrific clouds of black smoke out of their stacks. The smoke wouldn't seem to settle, and they had to make four runs before the beach was completely hidden. Then in this blinding screen our tank-carrying barges and more infantry boats made for the shore.

Before long you could see the tanks let go at the town. They only had to fire a couple of salvos before the town surrendered.

That was the end of the beach fighting in our sector of the American front. Our biggest job was over.

Victory So Easy It Made Them Uneasy

A^T the end of the first day of our invasion of Sicily we Americans look about us with awe and unbelief and not a little alarm.

The assault troops had been trained up to such a point that instead of being pleased with no opposition they were thoroughly disgusted.

It had all been so easy it gave you a jumpy, insecure feeling of something dreadfully wrong somewhere. We had expected a terrific slaughter on the beaches and there was none. Instead of thousands of casualties along the 14-mile front of our special sector we added up a total that was astonishingly small.



Meanwhile. . .

-U. S. Army Signal Corps Radio-Telephoto.

SOME PRISONERS are fed under Allied naval guns.



-Official U. S. Navy Photograph.

... U. S. Naval officers clamber over permanently grounded Messerschmidt.

By sunset of the first day the Army had taken everything we had hoped to get during the first 5 days. Even by midafternoon the country for miles inland was so saturated with American troops and vehicles it looked like Tunisia after months of our habitation instead of a hostile land just attacked that morning. And the Navy, which had the job of bringing the vast invading forces to Sicily, was 3 days ahead of its schedule of unloading ships.

Convoys had started back to Africa for new loads before the first day was over. The invading fleet had escaped without losses other than normal mechanical break-downs. Reports from the other two sectors of the American assault front indicated they had much the same surprise welcome we got.

WHEN I went ashore on the south coast of Sicily about 6 hours after our first assault troops had landed, the beach already was thoroughly organized.

It was really an incredible scene. Incredible in that we'd done so much in just a few hours. It actually looked as though we'd been working there for months. Our shore troops and Navy gunboats had knocked out the last of the enemy artillery on the hillsides shortly after daylight.

From then on that first day was just a normal one of unloading ships on the beach as fast as possible. The only interruptions were a half-dozen or so lightning-like dive bombings.

The American invading fleet was divided into separate fleets and each invaded a certain section of the coast and operated entirely independently from the others. The fleet I was with carried infantry and was on the western end of the invasion. Our designated territory covered about 14 miles of beach front.

Our fleet had hundreds of ships in it all the way from tiny subchasers

up to powerful cruisers. The bulk of it, of course, was made up of scores of new-type landing craft carrying men, trucks, tanks, supplies of all kinds.

PERHAPS you visualize our whole force having been unloaded from big boats into tiny ones, then taken ashore. That happened only to the big transports which used to be ocean liners and we had none of these in our special fleet. Actually every ship in our fleet, except the gunboats, was capable of landing right on the beach. They were flat-bottomed and could beach themselves anywhere.

When daylight came this immense fleet lay like a blanket out over the water, extending as far out in the Mediterranean as you could see. There wasn't room to handle them all on the beach at once so they'd come in at signals from the command ship, unload, and steam back out to wait until enough were unloaded from the convoy to go back for a second load.

Little craft, carrying about 200 soldiers, could unload in a few minutes but the bigger ones with tanks and trucks and heavy guns took much longer. It was not an especially good beach for our purposes for it sloped off too gradually, making the boats ground 50 yards or more from shore.

MOST of the men had to jump into waist-deep water and wade in. The water was cold but a high wind dried off your clothes in less than half an hour. Your shoes kept squishing inside for the rest of the day. As far as I know not a man was lost by drowning in the whole operation.

The beach itself was immediately organized into a great metropolitan-like docks, extending for miles. Hundreds of soldiers wearing black and yellow arm bands with the letters SP, standing for Shore Police, directed traffic off the in-coming boats.

Big white silken banners about 5 foot square, tied to two poles and with

colored symbols on them, gave the ships at sea the spot where they should land. On the shore painted wooden markers were immediately set up, directing various units to designated rendezvous areas.

There were almost no traffic jams or road blocking. Engineers had hit the beach right behind the assault troops. They laid down hundreds of yards of burlap and laid chicken wire on top of it, making a firm roadbed up and down the beach.

OUR whole vast organization on shore took form so quickly it just left you aghast. By midafternoon the countryside extending far inland was packed with vehicles and troops of every description. There were enough tanks sitting on one hillside to fight a big battle. Jeeps were dashing everywhere. Phone wires were laid on the ground and command posts set up in orchards and old buildings. Medical units worked under trees or in abandoned stone sheds.

The fields were stacked with thousands of boxes of ammunition. Field kitchens were being set up to replace the K rations the soldiers had carried on with throughout that first day.

The Americans worked grimly and with great speed. I saw a few cases of officers being rather excited but mostly it was a calm, determined, efficient horde of men who descended on this strange land. The amazed Sicilians just stood and stared in wonder at the swift precision of it all.

Navy's Part Not Ended; Bombs, and Work To Do

THE Navy's part didn't end the moment it got the assault troops ashore. In the days that followed our headquarters vessel patrolled back and forth between the American sectors, kept an eye on the shore in case help was needed, directed the fire of other ships, mothered new convoys by



-Acme Photograph.



-Official U. S. Coast Guard Photograph.

d (many . . . and piling up supplies on beach for advancing Allied ground troops.

TWO BIG NAVY JOBS: Taking wounded (many fewer than expected) to Africa . . .

wireless, issued orders and advice throughout the area, and from time to time scurried in swift circles when planes appeared in the sky.

For despite the enemy's obvious air weakness, he did manage to sneak over a few planes several times a day. The day after D Day, general quarters was sounded on our ship 15 times. Nobody got any rest, day or night. The sailors worked like Trojans.

Bombs fell in our vicinity for several days. The raiders went mostly for the beaches, where the barges were unloading. The number of narrow escapes we had must have been very discouraging to the Axis fliers. The Axis radio said our beaches were littered with the wrecked and burned-out hulks of our landing ships. Actually, in our 14-mile area they hit very few. But we had our tense moments.

The enemy fliers were brave, I'll have to say that. They would come right in through the thickest hail of fire I have ever seen thrown into the sky.

Dozens of our ships had escapes that were uncanny. Once two bombs hit the water just a good stone's throw from the stern of our vessel. And late one afternoon a lone Italian-I really believe he must have gone mad, for what he did was desperate and senseless-dove right down into the midst of a hundred ships. He had no bombs, and was only strafing. He went over our fantail so low you could almost have caught him in a net. Everything in the vicinity cut loose on him at once. It was like throwing a bucketful of rice against a spot on the wall. He was simply smothered with steel.

Yet somehow he pulled out and up to about 1,000 feet, charged at our barrage balloons like an insane bee, and shot two of them down afire. And then at last the bullets we had put into him took effect. He burst all aflame and fell in wide circles until he hit the water. No parachute ever came out.

AIR raids at night were far more nerve-racking than the daylight ones. For you can't see the enemy, you only hear him. You do see the ghostly flares and the sickening bomb flashes, and hear the heavy thunder of it roll across the water.

With us it was always a game of hide and seek. Sometimes we would sit on the water as quiet as a mouse. No one would speak loudly. The engines were silent. You could hear the small waves lapping at our sides. At other times we would start so suddenly the ship would almost jump out from under us. We would run at full speed and make terrifically sharp turns and churn up an alarmingly bright wake in the phosphorescent water. But we always escaped.

And then all of a sudden after the third day there was never an enemy plane again. They quit us cold. If they still fought, they fought elsewhere than our front.

OUR first days aboard ship after the Sicilian landings were broken by many things besides air raids.

A few wounded soldiers were brought from shore for our doctors to treat before the hospital ships arrived. Important generals came to confer on our ship. We had fresh tomatoes and watermelon at the same meal. We took little trips up and down the coast. Repair parties back from the beaches brought souvenir Fascist banners, and stories of how poor the Sicilians were and how glad they were that the war was over for them. The weather remained divine. Our waters and beaches were forever changing.

I think it was at daylight on the third morning when we awoke to find the Mediterranean absolutely devoid of ships, except for scattered naval vessels. The vast convoys that brought us over had unloaded to the last one and slipped out during night. For a few hours the water was empty, the shore seemed lifeless, and all

the airplanes had disappeared. You couldn't believe that we were really at war.

A ND then after lunch you looked out again and here the sea was veritably crawling with new ships—hundreds of them, big and little. Every one of them was coated at the top with a brown layer like the icing on a cake, which turned out, when we drew closer, to be decks crammed solidly with Army vehicles and khakiclad men.

We kept pouring men and machines into Sicily as though it were a giant hopper. The schedule had all been worked out ahead of time: On D Day Plus 3, Such-and -Such Division would arrive. A few hours later another convoy bringing tanks was due. Ships unloaded and started right back for new loads.

The whole thing went so fast that in at least one instance I know of the Army couldn't pour its men and equipment into the African embarkation port as fast as the returning ships arrived.

Unloading these ceaseless convoys in Sicily was a saga. The Navy sent salvage parties of Seabees ashore right behind the assault troops and began reclaiming harbors and fixing up beaches for unloading. The Army worked so smoothly that material never piled up on the beaches but got immediately on its way to the front. The number of vehicles that had to be landed early in the game to take care of this was almost beyond conception.

WE have stevedoring regiments here made up of New York professional stevedores. We have naval captains who in civil life ran worldwide ship-salvaging concerns and made enormous salaries.

We run some ships up to the beaches, we unload others at ports, we empty big freighters by lightering their cargoes to shore in hundreds of





-Official U. S. Coast Guard Photograph.

THE WEATHER (everyone talked about it): It was stormy the night before . . .

... but clear on D-Day as duck trucks (photograph)
and men swarmed ashore.

assault barges and amphibious trucks. Great ships loaded with tanks have been known to beach and unload in the fantastic time of half an hour.

Big freighters anchored a mile from shore have been emptied into hordes of swarming, clamoring small boats in 18 hours, when the same unloading with all modern facilities at a New York pier would take 4 days.

Convoys arrive, empty, and slip away for another load. Men work like slaves on the beaches. Bosses shout and rush as no construction boss ever did in peacetime. Speed, speed, speed!

You walk gingerly on big steel pontoon piers, and you can't tell a naval lieutenant commander in coveralls from an Army sergeant in a sun helmet. Sometimes it seems as if half the men of America must be here, all working madly together.

AND do you realize what it is? It is America's long-awaited power of production finally rolling into the far places where it must be to end the war. It sounds trite when it is put into words, but if you could be here and see you would understand how the might of material can overwhelm everything before it. We saw it in the last days of Tunisia. We are seeing it here. We can picture it in inklings of the enemy collapse that inevitably lies ahead.

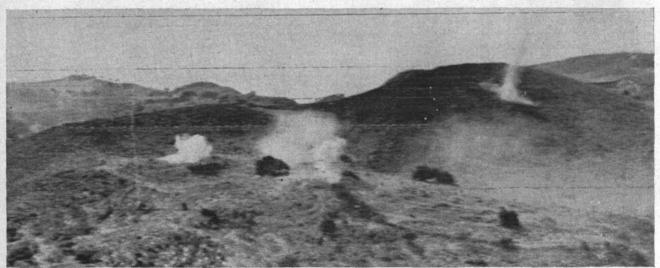
The point is that we on the scene know for sure that you can substitute machines for lives, and that if we can plague and smother the enemy with an unbearable weight of machinery in these next few months, hundreds of thousands of our young men whose expectancy was small can some day walk again through their own front

BEFORE winding this up, I want to tell you of one member of our ship's crew who didn't make the invasion trip with us. She was the ship's dog, and this is the story of her and her master.

He is a regular Navy man, a chief petty officer of many years' service. He is tattooed, windburned, a bachelor, and quietly profane. His officers say he is an excellent worker. I'm not giving his name because the story concerns his getting drunk.

It seems that several months ago some sailors from our ship picked up a German shepherd puppy. She belonged to the whole crew, but the puppy took to our friend, and he took to it, and sort of by acclamation she became recognized as his dog.

The puppy grew into a beautiful dog, smart, alert, and sweet. But when hot weather came along she got



-U. S. Army Signal Corps Radio-Telephoto.

LAND ACTION: In these bills American tanks knocked out Italian pill-boxes.



SURRENDERED—IN GOOD SHAPE: Coastal defense positions of Syracuse Harbor were captured intact and soon were manned by Allied coastal defenders.

the mange. Our friend doctored it with everything he could find, and other sailors helped him with the doctoring, but still the mange got worse. They finally clipped her hair close so they could get medicine to her skin more thoroughly, but nothing did any good.

When they hit the last port before leaving Africa my friend told me he went ashore and searched the country for a French or American Army veterinary, but couldn't find any.

WHEN I came aboard ship this beautiful dog was frisky and alert, but the sailors had given up all hope of curing her. Something had to be done. The other sailors left it up to our friend. Whatever he chose to do had their approval. He told me later that you couldn't just put her ashore, for she had grown up aboard ship, and wouldn't know how to take care of herself on land.

So our friend solved it in his own way, the morning after I came aboard. He didn't ask anybody to help him, or tell anybody what he was going to do. He just tied a weight around her neck and let her down into the water. That was her endin the tradition of the sea.

I heard about it a few hours later, and stopped by the rail to tell our friend I was sorry. He couldn't talk about it. He just said, "Let's go below and have a cup of coffee.'

A few hours after that I saw that he had started having something else.

In the midafternoon I saw one of the ship's officers talking to him very seriously. It didn't look too good. Drinking aboard ship just doesn't go. The next day our friend was called before the mast and given a light suspension of privileges.

THAT evening I happened to be sitting with the officer who had sentenced our friend, and just to make

conversation, I mentioned that it was sad about the dog being gone. He sat up and said, "What!"

I said yes, the dog was gone. He said, "My God!" And then he said:

"He's one of the best men on the ship, and I knew something was wrong, but I tried for half an hour to get it out of him and he wouldn't tell me."

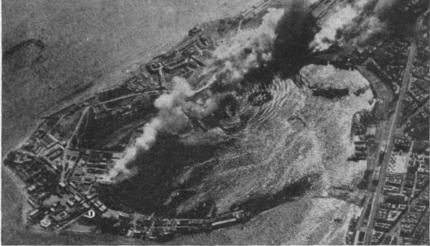
The officer sat there looking as though he was sick, and again he said, "So that was it! My God!"

BY THE end of the first week after the Sicilian invasion there was almost no indication of warfare along our beach front. The German radio told us every night that we were getting bombed, but actually a stultifying peace had settled over us.

So I shouldered my barracks bags and trundled myself ashore in Sicily for good.

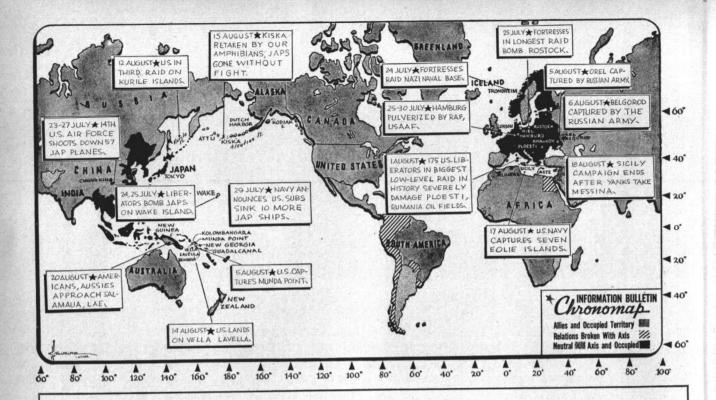


-U. S. Army Corps Radio-Telephoto.



British Official Photograph.

END OF THE CAMPAIGN: Yanks moved along road where MP, left, stands, to capture Messina and its almost circular barbor as Axis troops fled to Italy.



THE MONTH'S NEWS

Period of 21 July Through 20 August

Allies Capture All of Sicily; U.S. Forces Invade Another Pacific Island; Russians Drive Into Kharkov

The War

The American 7th and British 8th armies, ending their 38-day Sicilian campaign in a whirlwind drive that took them to within 2 miles of Italy, stood ready for the long-awaited invasion of the European continent as the European war entered its fifth year.

Sicily, which the British, Americans, Canadians, and French invaded 10 July, cracked on 18 August between the jaws of a powerful Allied pincers movement and another Italian island, had become an Allied base.

The defense of the big Mediterranean island had been costly for the Axis. Gen. Dwight D. Eisenhower, Allied commander in chief, reported that the enemy had lost more than 167,000 men killed, wounded, or captured. Allied casualties from the invasion were 25,000.

There were indications that the "new phase" of the war-described by an Allied radio as the "liberation of countries"-already occupied being planned. In Quebec, President Roosevelt and Prime Minister Churchill gathered with their military chieftains to decide on the next thrusts at the enemy.

Churchill, it was recalled, had promised "heavy fighting in the Mediterranean and elsewhere before

the leaves of autumn fall." heavy fighting in the Mediterranean had cost the Axis all of its islands between northern Africa and Italy. September's leaves were turning and heavy fighting elsewhere was expected at any time by both the Axis and the

United Nations.

The two Allied armies in Sicily which General Eisenhower said were "ready to go at any time" had spread a carpet of fire over northeastern Sicily in the final days of their campaign. Bombs and shells from planes, warships, and field artillery cracked the defenses around Messina on 17 August, and the American Third Division marched triumphantly into the island's key city, bringing the campaign to a climax. Twenty-four hours later the Battle for Sicily was entirely over.

Axis losses reported in addition to the 167,000 men killed, wounded, or captured, included 260 tanks and 502 guns up to 10 August, and 1,691 planes Allied from 1 July to 17 August. plane losses were announced as 274.

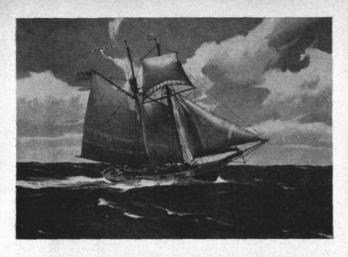
Behind the victorious Allied armies, the United States, British, and Allied navies worked like beavers to supply the ground troops. Within 48 hours the entire original fleet of landing vessels had made another round trip to Africa and returned loaded to the gunwales with men and supplies. Speed records at unloading were set. (The Navy has responsibility for the safe disembarking of troops and the unloading of supplies to points on shore.)

Apart from the actual landing of troops and supplies, naval combat units had three major duties: protection of landing forces from enemy surface and undersea forces; maintenance of antiaircraft barrages; and gunfire support of advancing troops on shore. Every landing group had offshore a supporting force of destroyers or cruisers, or both.

Naval gunfire continued last month to play an important role in the movement of troops inland, blasting enemy positions even in the hills.

With the lessons of the invasion of North Africa 8 months before well learned, operational losses of landing craft were extremely low. Special salvage and repair units had been set up afloat and ashore in the opening stages of the invasion, and damaged craft were speedily repaired and returned to service.

The invasion of Sicily resulted in significant political moves in Italy. Fifteen days after the first Allied troops landed on the island, Benito Mussolini had resigned and King Vittorio Emanuele had assumed supreme command of all Italian armies. Marshal Pietro Badoglio had been named





-Official U. S. Coast Guard Paintings.

Coast Guard Observes 153d Anniversary

Established in 1790 on the recommendation of Alexander Hamilton, first Secretary of the Treasury, the United States Coast Guard has had a long and glorious history. It was the new American nation's only sea force at the time of its conception and participated in our undeclared war with France in 1798-99, capturing several privateers. It made the first United States capture in the War of 1812. During the first World War it performed valuable convoy duty. In keeping with its motto, "Semper Paratus"—always prepared—it became a part of the Navy early in the present war and has, as always, distinguished itself. Hunter Wood, CBM, Coast Guard artist, made the two paintings above. At the left: The Massachusetts, one of the first Coast Guard cutters, commissioned in 1791 to aid the Treasury in collecting revenues. At the right: The U.S. S. Spencer during her epic battle with a German submarine. Other cutters which have brought fame to the tough, little service in recent months are the U.S. S. Icarus and the U.S. S. Campbell, both of which sent enemy U-boats to the bottom.

successor to Mussolini and he had announced to the world that the war "continues."

The ousting of Mussolini had been greeted with reserve by the Allied governments. President Roosevelt in a fireside chat 28 July had said "Our terms to Italy are still the same as our terms to Germany and Japan—'unconditional surrender.'

"We shall not settle for less than total victory. That must be, and will be, the determination of every American here at home."

Prime Minister Churchill a day previously had warned Italy that she would be invaded and "seared, scarred, and blackened from one end to the other" unless she surrendered unconditionally immediately.

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In Russia, meanwhile, Soviet armies were continuing their summer offensive that opened on the collapse of a week-old German drive. In some of the most bloody fighting of the war, the Germans lost Orel and Belgorod, anchors of their new summer line. The Red Army had driven deep into the German lines and was nearing the German central-front bastion of Bryansk. Kharkov, Russia's fourth city, and the "Pittsburgh" of the Ukraine, was the scene of especially intensive fighting as the Nazis counterattacked.

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All Europe shook under the hammering blows of the Allied air offensive. Hamburg, Germany's greatest port and second city, was virtually wiped off the map. Seven raids in 120 hours reduced the city, a submarine center, almost to ashes. In joint British-American raids on Hamburg, more than 7,500 tons of bombs were dropped, equal to the weight of bombs dropped on London during the blitz between September 1940 and July 1941.

Panic was reported in Berlin and an estimated million persons were reported fleeing the Reich's capital city in fear that it was next on the list of Allied airmen for smilar mass attacks. Their fears were grounded; Berlin was raided on a small scale shortly thereafter.

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In August, 177 American Liberators delivered a surprise raid on the Ploesti oil fields in Rumania, dropping 300 tons of explosives and thousands of incendiaries that were believed to have dealt a crippling blow to the German air force's gasoline and oil supplies.

Maj. Gen. James H. (Jimmy) Doolittle, hero of the Tokyo raid, led a large formation of heavy and medium bombers in a second raid on Rome, blasting vital railway lines and installations. Other raids were carried out against Turin, Genoa, and Naples in Italy.

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On the other side of the world, a promise was made that the Battle of the South Pacific would be pushed forward until it became the Battle of Japan. Admiral William F. Halsey, speaking on the first anniversary of the opening of the Allied South Pacific offensive, said, "We view what lies ahead with the satisfaction that comes

from having thus far soundly beaten a powerful enemy in every phase of air and sea warfare."

Further "sound beatings" were being inflicted on the Japanese as the new South Pacific offensive entered its third month. In 3 sea battles, the Japanese, attempting to halt the fierce American blows which were driving them from base after base in the New Georgia Islands, lost from 23 to 26 ships, including 6 or 7 cruisers, another cruiser or large destroyer, 15 to 17 destroyers, and 1 seaplane



WHAT WILL WE DO THIS YEAR ?



-Press Association Photograph.

A Study In Rank

Members of the British Small Vessels Pool, this crew of elderly Englishmen came to the United States to ferry small ships across the Atlantic. Included among them is a retired admiral, an army officer who fought in the Boer War, a Royal Artillery colonel and a London business man. They are, from left to right (front row): Admiral the Hon. Sir Herbert Meade-Featherstonhaugh, G. C. V. O., 68, now a lieutenant, Royal Naval Volunteer Reserve; S. B. Evitt, 66, lieutenant engineer, R. N. V. R.; and Conor O'Brien, 63, sub-lieutenant, R. N. V. R. Rear row: Col. H. B. Gunn, Royal Artillery, D. S. O. M. C., 63, now a bo'sun, Royal Navy; Lt. Col. A. E. Newland, Royal Artillery, D. S. O., 63, now an able-bodied seaman, R. N.; and Sir Richard White, Bart., 33, now an able-bodied seaman, R. N.

tender. Two of the battles occurred in the Kula Gulf, north of Munda, and the third in the Vella Gulf, near Vila.

The fighting in the South Pacific was of the very bitterest. Japanese resistance was becoming increasingly stiffer as American forces pushed toward the more important enemy bases. Fighting was so fierce for Munda that American and Japanese forces each were in possession of half of the airfield before it finally was captured.

In possession of virtually all of New Georgia, American troops made a surprise landing in force 15 August on Vella Lavella.

Bairoko, Japan's last remaining stronghold on New Georgia, was virtually surrounded. In New Guinea, American and Australian jungle fighters were moving slowly toward the Japanese air base of Salamaua, below Lae.

\$

American planes, meanwhile, were carrying out widespread raids throughout the Far East. On 12 August the Navy announced that

American Liberators for the third time raided the Japanese Kurile Islands lying between the Japanese island of Hokkaido and Russian Kamchatka, 700 miles northeast of Japan. These islands, raided by American bombers again on 10 July and 19 July, guard the northern approaches of Japan.

Also raided were Japanese bases in China and others in French Indo-China, Burma, and in the Netherlands East Indies. In addition to the destruction and damage caused to ground installations and supply centers on the ground, the raids were taking a heavy toll of enemy planes with a total of 435 enemy planes destroyed in the first month of the new South Pacific offensive. Late in August an additional 215 Japanese planes were destroyed in 2 outstanding raids on Wewak, New Guinea.

公

On 15 August, U. S. Amphibious Forces reoccupied Kiska, which the Japs did not defend, thus forcing the enemy out of his last toehold in the Aleutians. (See Page 3).

Sweden announced cancellation of the transit agreement with Germany which permitted Nazi troops and war materials to pass through Sweden en route to Norway. Allied observers interpreted it as a stiffening of Sweden's attitude toward Germany.

公

Lt. Gen. Millard F. Harmon, commanding United States Army forces in the South Pacific, Rear Admiral R. K. Turner, and Rear Admiral T. S. Wilkinson, jointly commanding amphibious operations in the South Pacific, were aboard an unidentified ship which was torpedoed and sunk near Rendova Island at the beginning of the new South Pacific offensive. None of the three officers was injured.

公

Gen. Henry H. Arnold, commander in chief, United States Army Air Forces, said that the 2,000,000 members of the Army Air Forces had staged nearly 100,000 combat flights over enemy territory during the first 7 months of 1943.

公

The War Department revealed that upwards of 7,000 planes were being produced in the United States monthly and that deliveries to the United States Army Air Forces alone (4,500 a month) were now more than the combined plane production of Italy, Germany, and Japan (4,000, estimated).

\$

From Allied headquarters in North Africa Sgt. H. Old Coyote, a full-blooded Indian from Billings, Mont., summed up his part as a waist gunner in a fortress attack on Foggia: "As we say in my country, we gave 'em a good scalping."

\$

The War Department announced "A Pocket Guide to New Guinea and the Solomons." Maps and pidgin English are included in the guide. "Friendly relations with the natives," it points out, "have saved the lives of many of our airmen who have been shot down in isolated places." The history and geography of the islands, the character and customs of their inhabitants, and advice on what to eat and how to keep fit are some of the other subjects treated.

Among Our Souvenirs

Reports from the South Pacific indicate these are the favorites a mong souvenirs United States Marines are colecting from the enemy: Samurai swords, sniper rifles, Rising Sun and other flags, pistols, and shockproof and waterproof watches, many of German make.

The Navy

A Naval Air Transport Service plane, converted from a patrol bomber, was forced down recently in the mid-Pacific. Forty-two hours later she took off under her own power and proceeded to her original destination after her crew had replaced a propeller, motor, and made other repairs. Meanwhile, nearly everyone had been seasick, and holes in the hull of the plane had been plugged with sharp pencils.



BuMed announced that reserve commissions in the Medical Corps were being offered qualified women physicians in the ranks of Lieutenant (jg), Lieutenant, and Lieutenant Commander, 200 of whom will be commissioned in each rank. The women physicians are to be assigned to medical establishments in the continental United States.



Two unarmed Seabees—O. F. Maly, S1c, USNR, and A. B. Banjai, SF3c, USNR, both of St. Louis, Mo.—went hunting for souvenirs on an island in the southwest Pacific and found two Japs, armed with rifles and a small ax. Although neither had weapons, both Seabees went into action, and succeeded in mortally wounding one Jap (with the butt of his own rifle) and disarming the second before he fled into the jungle.



Navy Seabees in the South Pacific last month were using discarded oil drums as (1) culverts along swamp roads, (2) lining for drainage ditches, (3) stoves and bake ovens, (4) hotcake grills, (5) trusses for reinforcing building construction, (6) buoyants for rafts and small floating drydocks, (7) tubs, (8) basins, (9) roofing, (10) piping and (11) canoes (with Japanese seaplane floats for outrigging).



Staff Sgt. Eugene T. Card, only Marine rear-seat gunner awarded the Navy Cross, on 4 August received his pilot's wings at the Naval Air Training Center, Pensacola, Fla.



Formation of the first women's Marine Band was being undertaken to release male musicians at Camp Lejeune, New River, N. C.



Ensign Rosalie Thorne, USNR, Millbrook, N. Y., qualified for the Navy Expert Pistol Shot Medal, the first woman to wear the blue-and-green ribbon on her uniform. Ensign Thorne, attached to BuAer and a graduate of Vassar, said she had taken only a few "pot shots" with a rifle before entering the Navy.



-Press Association Photograph,

Navy General Board Inspects Taylor Model Basin

Looking over the experimental work being carried out at the Navy's model testing basin on the Potomac River in the District of Columbia are, left to right: Admiral Claude C. Bloch, USN; Admiral Thomas C. Hart, USN; Capt. William D. Chandler, USN; Rear Admiral Walton T. Sexton, USN; Rear Admiral Gilbert J. Rowcliff, USN; Admiral Edward C. Kalbfus, USN; and Admiral Arthur J. Hepburn, USN. Eighth member of the board, not shown in the photograph, is Capt. H. L. Pence, USN.

Rear Admiral Charles Philip Snyder, USN, Naval Inspector General since that post was created in May 1942, was placed on the retired list as of 1 August 1943, and advanced to the rank of admiral. The admiral, who reached the retirement age of 64 on 10 July, will continue to serve in his present duty.

The Boatswain Came Through

It was Sunday aboard an escort aircraft carrier. At Divine services, the chaplain was reading from the Scriptures the passage wherein Peter came down out of the ship and walked on the water to go to Jesus.

"... But when he saw the wind boisterous, he was afraid; and beginning to sink, he cried, saying, 'Lord, save me.'"

Pausing momentarily at this point, the chaplain and ship's company were startled by the shrillness of the boatswain's pipe, followed by the command, "Away No. 2 motor whaleboat!"

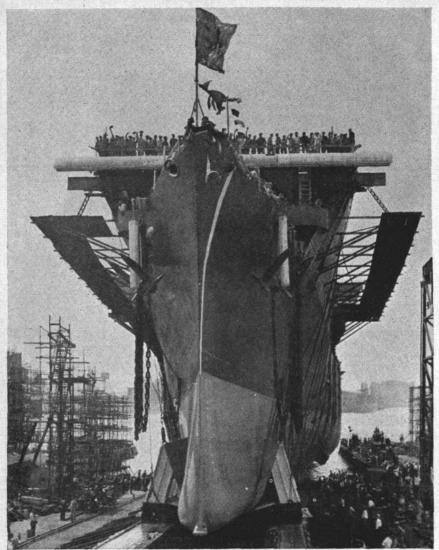
Casting a gleaming eye over the congregation, the chaplain said:

"Just in time. Peter needed some help."

A United States naval base in the Atlantic, confronted with the task of obtaining a 45,000-pound shipment of parts and supplies within 72 hours or suspending operations on an emergency undertaking, sent an urgent call to the Naval Air Transport Service. In short order, the material was moved by truck to an east coast naval base. Three Douglas Skytrain transport planes already were at the takeoff point; one plane southbound from New York was directed to overfly Washington and proceed directly to the continental base; two planes were called in from Kansas City, where they were being used for instruction purposes; another pair was ordered from Miami. Within 26 hours delivery had been made. Before a day had passed all eight planes were back on their regular runs.

The first patrol bomber squadron entirely manned by U. S. Coast Guard aviation personnel and assigned to duty overseas has been organized and is now in operation. In addition to combat and reconnaisance, the squadron will engage in air, land, and sea rescue work.

Nine additional officers have been advanced to the rank of commodore, among them Andrew Francis Carter, Houston, Tex., the first Naval Reserve officer to attain this rank. Commo-



-Acme Photograph.

'Bataan' Is Launched As 'Shangri-La' Builds

On 1 August, the U.S.S. Bataan, the first carrier to be named in honor of an American campaign of the present war, was launched at the Camden, N. J., yards of the New York Shipbuilding Corporation. Sponsor was Mrs. George D. Murray, wife of the Commander of the Naval Air Technical Training Center, Pensacola, Fla. Representing the Philippines were Vice President Sergio Osmena and his daughter, Maria. In a message to Secretary Knox, President Manuel Quezon of the Philippines said the new vessel was a "symbol of the inevitable defeat of Japan." Another carrier launched last month was the U. S. S. Wasp. The name Shangri-La was assigned to a carrier under construction at Portsmouth, Va.

dore Carter, a graduate of the 1905 class of the Naval Academy, resigned from the Navy in 1919, returning to active duty in February 1942.

Members of a Navy armed guard and seven volunteers among the merchant crew, headed by the captain, recently saved a United States merchant ship, torpedoed and apparently sinking. Attacked by an enemy submarine in the South Atlantic, the majority of the crew was ordered to abandon ship by her master. The

armed guard and volunteers who remained aboard saw that she was going to remain afloat and picked up the other crew members, taking her safely across a third of the South Atlantic to port.

Largest movable floating drydock of its type ever constructed-in three steel-welded sections-was christened 15 July at Newburgh, N. Y., as the center section was launched. The center and the two ends (launched earlier) later were assembled and moved to an undisclosed destination.

Four captains in the United States Coast Guard have become the first officers of their service to be appointed to the rank of commodore while on active duty. They are Wilfrid N. Derby, of Wellesley, Mass.; Joseph F. Farley, of New Orleans, La.; Gordon T. Finlay, of Norfolk, Va., and Philip F. Roach, of San Francisco, Calif., on duty as district Coast Guard officers in the First, Eighth, Fifth, and Twelfth Naval Districts, respectively.

Iver T. Onstad, S1c, a recruit at NTS, Farragut, Idaho, is among the best-paid seamen in the U.S. Navy. Father of 11 children, Seaman Onstad has monthly pay totalling \$206. He is striking for third-class carpenter's mate, which will bring him \$12 more monthly.

Lt. Gen. Thomas Holcomb, usmc, with the approval of the President, will continue as commandant of the U. S. Marine Corps. General Holcomb was 64 years of age 5 August.

The one hundredth Seabee battalion to complete primary military training—representing half the authorized strength of construction battalions—was commissioned at the Naval Construction Training Center. Camp Peary, near Williamsburg, Va., 24 July.

Home Front

Secretary of the Treasury Morgenthau announced that the third war loan drive will begin 9 September. The goal—\$15,000,000,000—is 2 billion dollars over that of the second war loan drive. The third differs from the second in that it is to be open only to individuals and nonbanking sources.

Mayor W. D. Becker of St. Louis, Mo., and nine other persons including Army officers were killed 1 August when the wing of an Army glider in which they were riding crumbled in mid-air and the craft plummeted 2,000 feet to the ground before thousands of spectators.

Total food production this year is expected to exceed last year's record output by 4 percent, the Department of Agriculture reported. Military, lend-lease and other war requirements-about double those of 1942will necessitate further decreases in civilian supplies.

A tropical hurricane struck the Texas Gulf Coast late in July, killing and injuring several score persons and causing property damage estimated at approximately \$10,000,000. The storm was centered between Houston and Port Arthur.



-Official U.S. Army Photograph.

This is the new lapel button which will be awarded to men and women who receive honorable discharges from the U.S. Army during the present war. The simple design is an eagle within a circle, the wings extending beyond the circle's edges. Made of a plastic material with gold plating, the insignia uses no critical materials. As soon as the buttons are ready for distribution, full particulars will be made public so that eligible persons may learn how to get them. Similar action is being taken by the Navy Department.

Rationing of coffee for civilian use was suspended by the Office of Price Administration 29 July. It was the first major food commodity released from rationing.

Quotes of the Month

President Roosevelt: "Our terms to Italy are still the same as our terms to Germany and Japan—'unconditional surrender'."

Prime Minister Churchill: "From the north and the south, from the land and from the air and by amphibious descents, we shall endeavor to put the utmost rigors of war upon them (the Italians). Orders to this effect have been given all Allied commanders concerned."

O. W. I. Director Davis: "From England will some day come that great invasion which will prove that the Festung Europa (European fortress) was no more invulnerable than the Festung of Sicily."

Secretary of War Stimson: "Now is the time to devote every effort to increasing the pressure on our enemies, to the building up and applying of the one thing that they understand and fear—military power in the air, on the ground, and on the sea."

Secretary Knox: "There are bases (in Italy) for an advance across the Adriatic and for air attacks on southern Germany."

Gen. Charles de Gaulle: "At the moment most useful to the Allies; French resistance, organized at the cost of sacrifices, will be engaged in force against the enemy and her accomplices."

President Roosevelt: "I give the Filipino people my word that the Republic of the Philippines will be established the moment the power of our Japanese enemies is destroyed."

Gen. Henri Giraud: "There is no Giraud or de Gaulle Army. There is only one army—the French Army."

Gen. Douglas MacArthur: "The margin was close, but it was conclusive. Although for many reasons our victories may have lacked in glamorous focus, they have been decisive of the final result in the Pacific. I make no prediction as to the time or detail, but Japan, on the Pacific fronts, has exhausted the fullest resources of the concentrated attack of which she was capable, has failed, and is now on a defensive which will yield just in proportion as we gather force and definition. When that will be, I do not know, but it is certain."

Miscellany

SUFFRAGE: A constitutional amendment giving 18-year-olds voting privileges was adopted in Georgia, the first State to so lower the suffrage age.

BIRTHDAY: Henry Ford on 30 July celebrated his eightieth birthday. If he felt any better, he said, "I'd have to run."

INDICTED: Eight Americans, all abroad, charged with adhering to and aiding enemies of the United States. Six were said to be still preaching the Axis hate gospel.

THIRSTY: A Treasury report revealed that domestic wine production in the United States declined more than 120 million gallons during the fiscal year ending 30 June.

CASUALTY FIGURES

Casualties among naval personnel through 19 August totaled 28,666. The totals since 7 December 1941:

	Dead	Wounded	Missing 1	Prisoners 1	Total
U. S. Navy	7,746	2, 509	8, 740	2, 225	21, 220
U. S. Marine Corps	1,932	2, 501	725	1,925	7,083
U. S. Coast Guard	182	22	158	1	363
		100		-	-
	9.860	5,032	9, 623	4, 151	28, 666

¹A number of personnel now carried in missing status are undoubtedly prisoners of war not yet officially reported as such.

FOR SALE: Chicago's Stevens Hotel, the world's largest, to be put on the block 4 September by the War Department, which purchased it a year ago for \$5,500,000.

DIED: Aged President Lin Sen of China on 1 August; indorsed as acting President was Generalissimo Chiang Kai-shek.

ENGAGED: Youthful King Peter of Yugoslavia to Princess Alexandria of Greece, announced in London, seat of both governments in exile.

DIED: Maj. Gen. William P. Upshur, Commanding General of Marines in the Department of the Pacific, and his aide, Capt. Charles Paddock, former track star, in an Alaskan airplane crash.



-Official U. S. Marine Corps Photograph.

'Robinson Crusoe' Gets Home After 72 Days

Use your head and keep trying and you can beat the jungle, says Staff Sgt. William I. Coffeen, USMC, who returned recently to Guadalcanal after a 72-day Robinson Crusoe odyssey on South Pacific islands. Forced to bail out of his plane when an oil line caught fire, he succeeded in reaching an uninhabited island despite a storm that struck the area 30 minutes after he hit the water. Fighting storms, blistering sun, infection and living for 32 days on a coconut diet, he finally—by traveling from island to island-was rescued by friendly natives. Finding him unconscious, the natives picked him up and when he opened his eyes asked him if he was American or Jap. He replied American and they said good, feeding him and caring for him for 40 days during which he had a siege of malaria. On the seventy-second day a Navy rescue plane landed off shore near the native village and returned Coffeen to Guadalcanal for final recovery. Meanwhile, Coffeen had acquired and trained a pet parrot (shown in photograph).

Navy Department Communiques

No. 446: 21 July 1943

South Pacific (Dates East Longitude): 1. On 20 July, during the early morning, three Japanese bombers dropped several bombs on Funafuti, Ellice Islands. No damage was reported, and no personnel injuries were sustained.

North Pacific: 2. On 20 July, two United States light surface units bombarded the Japanese main camp and the Gertrude Cove area on Kiska. The enemy did not

return the fire.

No. 447: 22 July 1943

The United States submarine Triton and must be presumed to be lost. The next of kin of personnel in the *Triton* have been so informed.

No. 448: 23 July 1943

South Pacific (Dates East Longitude): South Pacific (Dates East Longitude):
1. On 22 July, during the early morning,
Japanese bombers attacked Funafuti,
Ellice Islands. Two of the bombers were
shot down. Material damage has not been reported, but some personnel casualties were sustained.

North Pacific: 2. On 21 July, during the afternoon, Army Liberator (Consolidated B-24) heavy bombers bombed the Japa-nese runway and the main camp area on Kiska. Numerous hits were scored, and several fires were started. 3. On 22 July, during the afternoon, United States heavy and light surface units bombarded Japanese positions on Kiska. Although the enemy returned the fire, United States ships were not damaged.

No. 449: 24 July 1943

North Pacific: 1. On 22 July prior to and after the surface bombardment of Kiska (previously reported in Navy Department communique No. 448), Army Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers, with Lightning (Lockheed P-38) and Warhawk (Curtiss P-40) fighters, heavily bombed and strafed enemy coastal batteries, antiaircraft positions, and building areas. Numerous fires were started and a large explosion observed. A number of the Warhawks participating in the attacks were piloted by pilots of the Royal Canadian Air Force. One United States plane was shot down by antiaircraft fire, but the crew was rescued.

No. 450: 26 July 1943

North Pacific: 1. On 24 July formations of Army Warhawk (Curtiss P-40) fighters carried out 10 bombing and strafing attacks against Japanese positions on Kiska. Numerous hits were scored on the runway and among gun emplacements. One United States plane failed to return.

No. 451: 27 July 1943

Central Pacific: 1. On 24 July Army Liberator (Consolidated B-24) bombers attacked Wake Island. heavy Thirty Zero fighters intercepted, of which nine were destroyed, four were probably destroyed, and five others were damaged.

2. The United States planes on closer approach to the island were met by additional fighters and heavy antiaircraft fire. In spite of this opposition, the United States bombers scored many hits and caused a large explosion on the run-

and caused a large explosion on the run-way. One United States plane is missing. North Pacific: 3. On 25 July Army War-hawks (Curtiss P-40) fighters carried out 10 bombing attacks on Japanese installa-tions at Kiska. At North Head hits were scored on the runway and antiaircraft positions. The main camp, North Head, positions. The main camp, North Head, and Little Kiska were also strafed. Fires were started at Little Kiska, and a large explosion was observed on North Head. 4. On 26 July shortly after midnight, a United States Catalina (Consolidated PBY) patrol bomber attacked Gertrude Cove and the main camp section of Kiska. Fires were started in Gertrude Cove.

No. 452: 28 July 1943

Central Pacific: 1. On 27 July Army Liberator (Consolidated B-24) heavy bombers again attacked Japanese posi-Liberator tions on Wake Island. Approximately 25 Zero fighters intercepted the Liberators. Seven Zeroes were destroyed, five were probably destroyed, and three others were damaged. In spite of heavy antiaircraft fire, bombs were placed on designated targets. All United States planes returned safely. There were no casualties to United

States personnel.

North Pacific: 2. On 26 July flights of Army Liberators, Lightning (Lockheed P-38), and Warhawk (Curtiss P-40) fighters carried out 13 bombing attacks against Japanese installations on Kiska. As a result of these bombings, fires were started and explosions were observed on North and South Heads, the runway, the bivouac, and submarine base sections, Gertrude Cove and Little Kiska. Individual targets in these areas were also subjected to strafing. One United States Warhawk fighter was forced into the sea, but its pilot was rescued by a Navy Catalina (Consolidated PBY) patrol bomber. 3. On 27 July various formations of Army Liberators, Warhawks, and Lightnings carried out six bombing attacks on Kiska. Hits were made in the bivouac area. Spotty weather conditions precluded full observation of the results of the attack.

No. 453: 29 July 1943

Pacific and Far East: 1. United States submarines have reported the following results of operations against the enemy in the waters of these areas:

(a) Two large transports sunk.

- (b) Two large cargo vessels sunk. Three medium-sized cargo vessels (c) sunk.
 - (d) Two medium-sized tankers sunk. (e) One small cargo vessel sunk.

(1) One large cargo vessel damaged. (g) Three medium-sized cargo vessels damaged.

2. These actions have not been announced in any previous Navy Department communiques.

No. 454: 30 July 1943

Atlantic: 1. The United States nonrigid airship K-74 was lost at sea recently as the result of a gunfire attack by a surfaced enemy submarine. 2. The K-74 was fired on while attacking the submarine and on while attacking the submarine and on the result of a bit was formed. rine, and, as the result of a hit, was forced to make a landing on the sea. 3. All except one member of the crew of the K-74 were rescued. Next of kin of the one casualty has been notified that he is missing in action.

Memorandum appended to communique:
The one casualty aboard the K-74 was
Isadore Stessel, AMM2c, Brooklyn, N. Y.

No. 455: 31 July 1943

North Pacific: 1. On 29 July a United States Army Flying Fortress (Boeing B-17) heavy bomber attacked Japanese positions on Kiska. Due to overcast weather, results were unobserved. 2. On 30 July, during the morning, United States light surface units bombarded Gertrude Cove and the main camp areas on Kiska. Enemy batteries did not reply.

No. 456: 12 August 1943

North Pacific: 1. On 12 August at about 8:11 a. m., east longitude time, a formation of nine Army Liberator (Consolidated B-24) heavy bombers attacked Japanese installations in the Kuril Islands. Numerous hits were scored in the designated target areas. About 40 enemy fighters intercepted, of which 5 were shot down and others probably destroyed or damaged. Two of the United States bombers are

No. 457: 14 August 1943

Pacific and Far East: 1. United States submarines have reported the sinking of seven enemy vessels and the damaging of five others in operations against the enemy in the waters of these areas, as follows:

One large transport.

One medium-sized passenger freighter.

Two small freighters. One small schooner.

One medium-sized supply ship.

One medium-sized cargo vessel.

Damaged:

One medium-sized freighter.

One medium-sized tanker. One medium-sized cargo vessel.

One small freighter.

One small cargo vessel.

2. These actions have not been announced in any previous Navy Department communique.

No. 458: 15 August 1943

1. The United States submarine Pickerel has failed to return from patrol operations, and must be presumed to be lost. The next of kin of personnel in the Pickerel have been so informed.

Mediterranean:

2. The following United States naval vessels have been lost in action against the enemy in operations in this area:
(a) U.S.S. PC 496 (submarine chaser), sunk 4 June 1943, as result of under-

water explosion. (b) U. S. S. Redwing (submarine rescue vessel), sunk 29 June 1943, as result of

under-water explosion.
(c) U. S. S. Sentinel (mine sweeper), sunk 11 July 1943, in landing operation

off Sicily.

(d) U. S. S. Maddox (destroyer), sunk 10 July 1943, by aircraft off Sicily.

Atlantic: 3. The U. S. S. Plymouth (gunboat) was sunk a short distance off the North Carolina coast on 5 August 1943, as result of under-water explosion.

4. The next of kin of all casualties aboard the above-named vessels have been

notified.

ITALIAN: Short List of Words and Phrases

The following list, fifth in a series setting forth phrases in languages common to areas in which the Navy is operating, is prepared by the Bureau for naval personnel interested in acquiring a limited knowledge of certain phrases. In May the Information Bulletin published a Japanese Phrase List; in June, Spanish; in July, French; in August, Portuguese. After exhausting the possibilities of this phrase list, personnel interested in the Navy Language Program may familiarize themselves with the article, "Language Program Expanded," in the 15 March issue of the TraDiv Letter, page 35.

Usefu	1 Words and P	hrases
ENGLISH	ITALIAN	HOW TO SAY IT
Thank you	Grazie	Grah'-zee-ay
	or	Tahn'-tay
	Tante grazie	grah'-zee-ay
Don't mention it	Prego	Pray'-goh
Understand me? Yes	Mi capite?	Mee kah-pee'-tay? See
No	No	Noh
I want	Io voglio	Ee'-oh vohl'-lee-oh
Cigarettes	Sigarette	See-gah-rayt'-tay
Cigars	Sigari	See'-gah-ree
Accommodations	Accomodamenti	Ah-koh-moh-dah-
To eat	Mangiare	mayn'-tee Mahn-jah'-ray
To sleep	Dormire	Dohr-mee'-ray
To bathe	Farmi un bagno	Fahr'-mee oon
		bahn'-nee-oh
What is?	Che è?	Kay ay?
This	Questo	Kway'-stoh
That	Quello Parlete roi?	Kwayl'-loh
Do you speak?	Parlate voi?	Pahr-lah'-tay voh'-ee?
Italian	Italiano	Ee-tah-lee-ah'-noh
English	Inglese	Een-glay'-say
Come out (of there)!	Venite fuori (di là)!	Vay-nee'-tay foo-oh'-ree(dee lah
How many men with	Quanti uomini con	Kwahn'-tee
you?	voi?	oo-oh'-mee-nee
	**-	kohn voh'-ee?
I have I have not	Ho Non ho	Nohn hoh
How do you say in	Come si dice in	Koh'-may see dee'-
Italian?	Italiano?	chay een Ee-tah- lee-ah'-noh?
I am hungry I am thirsty	Ho fame	Hoh fah'-may Hoh say'-tay
I am thirsty	Ho sete	Hoh say'-tay
I understand	Capisco Non Capisco	Kah-pee-skoh
I don't understand Man (Mister)	Uomo (Signor)	Nohn kah-pee-skoh Oo-oh'-moh (Seen-nee-ohr')
Much	Molto	Mohl'-toh
Miss	Signorina	Seen-nee-oh-ree'-
I need	Ho bisogno di	nah Hoh bee-soh'-nee-
		oh dee
a suit a blanket	un vestito una coperta	Oon vay-stee'-toh Oo'-nah koh-payr'- tah
Please	Per piacere	Payr pee-ah-chay'-
	~1	ray
Here	Qui Abbastanza	Kwee Ahb-bah-stahn'-
Enough	Abbastanza	zah
How are you?	Come state?	Koh'-may stah'- tay?
Very well	Benissimo	Bay-nee'-see-mo
thank you	grazie	grah'-zee-ay
and you?	e voi?	ay Voh'-ee?
Good evening!	Buona sera!	Boo-oh'-nah say'- rah!
Good afternoon!	Buon pomeriggio!	Boo-ohn' poh-may- ree'-joh!
Good night!	Buona notte!	Boo-oh'-nah noht'- tay!
Hello! (Good day!) Hello! (telephone)	Buon giorno! Allo! (Allo!) Pronto	Boo-ohn' johr'-noh! Ahl-loh'! (Ahl'- loh!) Prohn-toh
My name is What is your name?	Mi chiamo Come vi chiamate?	Mee kee-ah'-moh

Note on Pronunciation

The column indicating how to say the Italian expression is an approximation. Nevertheless, a person who pays close attention to the pronunciation here should have no trouble in being understood. Note especially the following: In making use of the column "How To Say It," "ay" is used to indicate the sound of "ay" in English word "day."

Illnesses, Accidents, Wounds

Are you hurt?	Siete ferito?	See-ay'-tay fay-ree'-
My arm is broken	Stà rotto il braccio	toh? Stah roht'-toh eel
	DUA TOUTO IT DIAGOTO	brah'-choh
I am wounded	Sono ferito	Soh'-noh fay-ree'- toh
in the foot in the head here	nel piede nella testa qui	nayl pee-ay'-day nayl'-lah tay'-stah kwee
Can you dress a wound?	Potete medicare una ferita?	Poh-tay'-tay may- dee-cah'-ray oo'-nah fay-ree'- tah?
Aspirin	Aspirina	Ah-spee-ree'-nah
I am sick	Sono ammalato	Soh'-noh - ah - mah- lah'-toh
Are you sick?	Siete ammalato?	See-ay'-tay ah-mah- lah'-toh?
I am in great pain here	Mi fa molto male	Mee fah mohl'-toh mah'-lay kwee
Lie down!	Mettetevi a giacere!	Mayt-tay'-tay-vee ah jah-chay'-ray!
I need a purgative	Ho bisogno d'un purgante	Hoh bee-soh'-nee-oh doon poor-gahn'- tay
Give me some quinine	Datemi un poco di chinino	Dah'-tay-mee oon poh'-koh dee kee- nee'-noh
Chills	Freddure	Fray-doo'-ray
Influenza	Influenza	Een-floo-ayn'-zah
Cold	Raffreddore	Rahf-frayd-doh'-ray
Fever	Febbre	Fayb'-bray
Illness	Malattia	Mah-laht-tee'-ah
Indigestion	Indigestione	Een-dee-jays-tee- ohn'-nay
Medicine	Medicina	May-dee-chee'-nah
	Location	

Location

Go straight ahead!	Andate diritto avanti!	Ahn-dah'-tay dee- ree'-toh ah-vahn'		
To the left	Alla sinistra	Ahl'-lah see-nee'-		
To the right	Alla destra	Ahl'-lah day'-strah		

hs of Year

	Days	of	Week,	Montl
Day			Giorno	
Month			Mese	
Week			Settimana	1
Sunday			Domenica	
Monday			Lunedí	
Tuesday			Martedí	
Wednesda	ay		Mercoledí	
Thursday			Giovedí	
Friday			Venerdí	
Saturday			Sabato	
January			Gennaio	
February			Febbraio	
March			Marzo	
April			Aprile	
May			Maggio	
June			Giugno	
July			Luglio	
August			Agosto	
Septembe	er		Settembre	1
October			Ottobre	
Novembe			Novembre	
December			Dicembre	

ah-mah'-tay?

Johr'-noh May'-say Sayt-tee-mah'-nah Doh-may'-nee-kah Loo-nay-dee' Mahr-tay-dee' Mayr-koh-lay-dee' Joh-vay-dee' Vay-nayr-dee' Sah'-bah-toh Jayn-nah'-ee-oh Fayb-brah'-ee-oh Mahr'-zch Ah-pree'-lay Mah'-joh Joon'-nee-oh Lool'-lee-oh Ah-goh'-stoh Sayt-taym'-bray Oht-toh'-bray Noh-vaym'-bray Dee-chaym'-bray

Nautical				Milita	Prepositions			
		Mah-ree-nah'-yoh Oof-fee-chee-ah'-lay	Ammu	nition Munizione	Moo-nee-tzee- oh'-nay	From	Da	Dah
		Kahn-tee-ay'-ray	Bomb	Bomba	Bohm'-bah	In	In	Een
and one	Mare	Mah'-ray	Canno		Kahn-noh'-	Inside	Dentro	Dayn'-troh
Ocean Chain	Catena	Kah-tay'-nah			nav	Of	Di	Dee
Depart	Partire	Pahr-tee'-ray	Halt! W	Vho's Alto là! Chi	va Ahl'-toh lah!	On	Sopra	Soh'-prah
Port (harbo		Pohr'-toh	there	? là?	Kee vah lah?	To	A	Ah
Ship	Nave	Nah'-vay	Parach	ute Paracadute	Pah-rah-kah-	With	Con	Kohn
Uniform	Uniforme	Oo-nee-fohr'-may			doo'-tay	Without	Senza	Sayn'-zah
Omform			Plane	Aeroplano	Ah-ay-roh-			
	Parts of	Body			plah'-noh	-		ione
			Rifle	Fucile	Foo-chee'-lay	C	onjunct	tions
Arm	Braccio	Brah'-choh	War	Guerra	Gwayr'-rah		771	
Back	Schiena	Skee-ay'-nah		NT 1		And	E	Ay Koh'-may
Body	Corpo	Kohr'-poh		Numbe	ers	As	THE RESERVE OF STREET,	
Ear	Orecchio	Oh-rayk'-kee-oh	One ha	lf Un mezzo	Oon mayz'-zoh	But	Ma Se	Mah Say
Eye	Occhio	Ohk'-kee-oh	1	Uno	Oo'-noh	Or	0	Oh
Finger	Dito	Dee'-toh	2	Due	Doo'ay	Or	O	On
Foot	Piede	Pee-ay'-day Kah-payl'-lee	3	Tre	Tray			
Hair	Capelli	Mah'-noh	4	Quattro	Kwaht'-troh	Park British	Adjecti	ves
Hand	Mano	Tay'-stah	5	Cinque	Cheen'-kway		rajecu	103
Head	Testa	Gahm'-bah	6	Sei	Say'-ee	Long	Lungo	Loon'-goh
Leg	Gamba	Ganin -ban	7	Sette	Sayt'-tay	Short	Corto	Kohr'-toh
	Foo	d	8	Otto	Oht'-toh .	Red	Rosso	Rohs'-soh
			9	Nove	Noh'-vay	Blue	Azzurro	Ah-zoor'-
Knife	Coltello	Kohl-tayl'-loh	10	Dieci	Dee-ay'-chee	The second		roh
Fork	Forchetta	Fohr-kayt'-tah	11	Undici	Oon'-dee-chee	Green	Verde	Vayr'-day
Spoon	Cucchiaio	Kook-kee-ah'-yoh	12	Dodici	Doh'-dee-chee	Yellow	Giallo	Jahl'-loh
A cup	Una tazza	Co-nah tahz'zah	13	Tredici	Tray'-dee-chee	Black	Nero	Nay'-roh
of coffee	di caffè	dee kahf-fay'	14	Quattordici	Kwat-tohr'-	White	Bianco	Bee-ahn'-
of tea	di tè	dee tay	Things are		dee-chee			koh
A glass	Un bicchier		15	Quindici	Kween'-dee-chee	Good	Buono	Boo-oh'-
of beer	di birra	ay'-ray dee	16	Sedici	Say'-dee-chee			noh
		beer'-rah	17	Diciassette	Dee-chah-sayt'-tay	Bad	Cattivo	Kaht-tee'-
Beans	Fagioli	Fah-joh'-lee	18	Diciotto	Dee-chee-oht'-toh			voh
Bread	Pane	Pah'-nay Boor'-roh	19	Diciannove	Dee-cha-noh'-vay	Small	Piccolo	Peek'-koh-
Butter	Burro		20	Venti	Vayn'-tee			loh
Eggs	Uova	Oo-oh'-vah	30	Ventuno Trenta	Vayn-too'-noh			
Fish	Pesce	Pay'-shay Kahr'-nay	32	Trentadue	Trayn'-tah		D	
Meat	Latte	Laht'-tay	40	Quaranta	Trayn-tah-doo'-ay		Pronou	ins
Milk	Patate	Pah-tah'-tay	50	Cinquanta	Kwah-rahn'-tah			
Potatoes	Riso	Ree'-soh	60	Sessanta	Cheen-kwahn'-tah	You	Io	Ee'oh
Rice	Acqua	Ahk'-kwah	70	Settanta	Says-sahn'-tah Sayt-tahn'-tah		Voi	Voh'-ee
Drinking	potabile	poh-tah'-bee-	80	Ottanta	Oht-tahn'-tah	He	Egli	Ayl-lee
water	potablie	lav	90	Novanta	Noh-vahn'-tah	Her Hers	Lei Di lei	Lay'-ee
Food	Nutrimento		100	Cento	Chayn'-toh	His	Di lui	Dee lay'ee Dee loo'-ee
roou	2.001111101100	toh	165	Cento sessanta e	Chayn'-toh says-	She	Essa	Ays'-sah
Matches	Miccie or	Mee'-chay or		cinque	sahn'-tah ay	They	Essi	Ays'-see
Materies	Fiammiferi			-mquo	cheen'-kway	Me (To		May (Mee)
		fay-ree	1000	Mille	Meel'-lay	THE (TO	TATE (TATE)	THE (THECO)

Matches M	ammiferi	Fee-ahm-m		cinq	ue sann'-t cheen'-		They Essi Ays'-see Me (To Me (Mi) May (Mee)
	ammineri	fay-ree	1	1000 Mille	Meel'-lay		me) Me (MI) May (Mee)
		Time				Places	To Go
What time is it	? Che ora	è?	Kay oh'-ra	ah ay?	Church	Chiesa	Kee-av'-sah
Is there time?	C'e tem	po?	Chay Tay	n'-poh?	City or Town	Città	Cheet-tah'
It is noon	È mezz	ogiorno	Ay mayz-		Market Post Office	Mercato Ufficio postale	Mayr-kah'-toh Oof-fee'-choh
Midnight	Mezzan		Mayz-zah-		Station	Stantone	poh-stah'-lay
1:00 A. M.	La una matti		Lah oo'-n mah-tee'	ah dayl'-lah -nah	Station Street	Stazione Strada	Stah-tzee-oh'-nay Strah'-dah
1:00 P. M.	La una pome	del riggio	Lah oo'-na poh-may-		Telephone Village	Telefono Villaggio	Tay-lay'-foh-noh Veel-lah'-joh
1:10	La una	e dieci	Lah oo'-na dee-ey'-ch		Baker Barber	Panettiere Barbiere	Pah-nayt-tee-ay'-ray Bahr-bee-ay'-ray
3:00	Le tre		Lay tray		Give me a haircut		Tah-lee-ah'-tay-mee ee
5:00	Le cinq		Lay Cheen			capelli	kah-payl'-lee
8:15		e quarto	Lay oht'-t		Dance Hall	Stanza di ballo	bahl'-loh
10:00	Le diec		Lay dee-ay	'-chee	Doctor	Dottore	Doht-toh'-ray
7:40		e meno venti	Lay sayt'-		Drug Store Movie	Farmacia Cinematografo	Fahr-mah-chee'-ah Chee-nay-mah-toh'-grah-
9:25	ticino			ay ay vayn-	Garage	Garage or aut	foh o- Gah-rah-jay or ahtoh-
11:30	Le und	ici e mezzo		dee-chee ay		rimessa	ree-mays-sah
Dan often	Donado	mont	mayz'-zo		Restaurant	Trattoria	Traht-toh-ree'-ah
Day after tomorrow	Dopodo		Doh-poh-c		Shoe store Tailor	Calzoleria Sarto	Kahl-tzo-lay-ree'-ah Sahr'-toh
Day before yesterday	Altro i	eri	Ahl'-troh	ee-ay'-ree		Miscella	**************************************
Evening	Sera	1.507	Say'-rah		It is hot	Fa caldo	Fah kahl'-doh
Afternoon	Pomeri	ggio	Poh-may-	ee'-joh	It is cold	Fa freddo	Fah frayd'-doh
Night	Notte		Noht'-tay		Wind	Vento	Vayn'-toh
Year	Anno		Ahn'-noh		Who?	Chi?	Kee?
Now	Adesso		Ah-days'-s	oh	What?	Che?	Kay?
Minute	Minuto		Mee-noo'-	toh	Where?	Dove?	Doh'-vay?
Moment	Momen	to	Moh-mayn	'-toh	Why?	Perchè?	Payr-kay'?
Today	Oggi		Oh'-gee		How many?	Quanti?	Kwahn'-tee?
Tomorrow	Doman		Doh-mah'	-nee	Who, which, that	t Che	Kay
Yesterday	Ieri		Ee-ay'-ree		Which?	Quale?	Kwahl'-lay?
When does the	e Quando	parte		h pahr'-tay	Because	Perchè	Payr-kay'
ship sail?	la na	ve?	lah nah		Help!	Aiuto!	Ah-you'-toh!

New Books In Ships' Libraries

The following books have been purchased for distribution to all units of the service although not all titles will be supplied to all units. The practice of the Bureau is to distribute different titles to small units operating in the same area so that it is possible to exchange books and to list fresh titles. If units do not receive a desired title, request may be made to the Bureau.

ADAMS. Fun with Cards. Card games and tricks of all varieties.

BAIRNSFATHER. Jeeps and jests. Cartoons of the American soldier at work and play in the British Isles.

BAYER. Paper chase. Hero and heroine against the Nazis in United States with couple of millions as the stake.

BEALS. From Rio Grande to Cape Horn. Life of the countries from the Rio Grande to Cape Horn.

BENCHLEY. Benchley Beside Himself. Humorous sketches reprinted from author's earlier works.

Brebner and Nevins. Making of Modern Britain. Concise story of Britain from earliest times to 1939. written by Americans for Ameri-

Brinig. Gambler Takes a Wife. Lusty tale of a Montana frontier town in

the 1880's.

BRYAN. Spy in America. Espionage in America from the Revolutionary War to the end of the World War I. a true spy story.

BUCKINGHAM. De Shootinest Gent'man. Hunting stories with the "feel of the duck-blinds, the

marshes, and the fields."

CANT. America's Navy in World War II. Reviews of all phases of naval activity from Pearl Harbor to the

Cassidy. Moscow Dateline. An ace reporter's account of 2 years, 1941-43, in Moscow with side trips to Kuibyshev and Iran.

CHILDERS. War Eagles. Informal story of the senior American Eagle fighter squadron with the RAF.

Coastal Command. 200 pictures and some text illustrating Britain's defense of her coast.

COFFIN. Primer for America. Ballads on America.

Combined Operations. More thrilling than fiction is this official story of the commandos from their first small beginning to the Dieppe raid.

CRABB. Supper at the Maxwell House. Novel of post-Civil War life in Nashville, Tenn.

Damon. Sense of Humus. Entertaining and amusing experiences of a California's attempt to transplant her family and garden to New Hampshire.

DANIEL. Islands of the Pacific. Facts about nearly all the Pacific Islands. north, south, and west of Hawaii.

Downey. Tidewater. Adventure and romance in Mississippi River town.

Driscoll. Kansas Irish. Fictionized biography of author's father, a vigorous, lusty, violent, Irish immigrant.

DUDLEY AND SHERIDAN. What Dark Secret. Murder in pre-war Hono-

ELSTON. Guns on the Cimarron. Plenty of action in the Sante Fe country in this western story. Fergusson. Chile. A readable book based on first-hand observation.

FETRIDGE ED. Navy Reader. Today's Navy life ashore and in action compiled from current magazines and newspaper articles.

FIELD. Sheriff on the Spot. Western story with a detective angle.

FORD. Short Cut to Tokyo; the Battle for the Aleutians. Vivid picture of our present campaign against the Japanese southwest of Alaska.

FOREMAN. Road to San Jacinto. Historical novel of adventure in the Texas War of Independence.

FOSTER. Man Tracks. Cattle ranch in Arizona Territory provides the background for this western.

Frank. South American Journey. Organic portrait of a continent.

GARDNER. Case of the Buried Clock. Another Perry Mason detective story.

GATTI. Killers All. Unique adventures and hair-breadth escapes of an African explorer.

Books for Ship's Library Sent Upon Commissioning

Prospective commanding officers frequently include the following titles in requests for Bureau publications:

Bluejackets' Manual, Dutton's Navigation and Nautical Astronomy, Willson's Watch Officer's Guide, Knight's Modern Seamanship, and Webster's Collegi-

ate Dictionary.

These books are not Navy Department publications but are a part of the ship's library; they are not on any allowance list in any other manner. One copy of each of these books is included in the ship's library, issued automatically, by this Bureau, upon commissioning.

To reduce paper work, it is suggested that no requests be submitted for these titles unless they are not received at the time of commissioning.

HAUGHLAND. Letter From New Guinea. Through his struggle while lost in the wilderness of New Guinea this American finds new faith.

HAWKINS. Pilebuck. Sabotage, love. and intrigue in a huge shipbuilding

HENDRYX. New Rivers Calling. Story of the North Country in World War II.

HERMAN. Dynamite Cargo. A merchant sailor's account of a trip to Murmansk in a convoy and the 8-day battle with Nazi planes and submarines.

HERMANN. The Luftwaffe. Account of German aircraft industry during years after 1918, the successes of the Luftwaffe in World War II, its decline, and probable fall.

HEYDENAU. Wrath of the Eagles. Fictionized version of guerrilla fighting against the Axis in Yugo-

slavia.

HINDUS. Mother Russia. Realistic, vigorous portrait of the Russian people.

HITTI. The Arabs. Excellent condensation of author's great History of the Arabs.

Hough. Snow Above Town. Robust enjoyment of life by a family stranded in Wyoming.

IDELL. Centennial Summer. The antics of a Philadelphia family and their friends and relatives during the Centennial Exposition of 1876.

IRWIN and JOHNSON. What You Should Know About Spies and Saboteurs. How agents of foreign powers operate in America and steps taken to stamp them out.

KENT. Range Rider. Another good western.

LABBERTON. Marine Engineering.

LAVENDER. One Man's West. Gold mining and ranching in Colorado and Utah in the 1930's.

LESUEUR. Twelve Months That Changed the World. Colorful account of Russia's stand against Germany by a CBS correspondent.

LILJEGREN. Naval Architecture. Compact handbook for both beginners and more advanced students.

LIPPMANN. United States Foreign Policy. A survey and appraisal of our foreign policy.

LORY. Japan's Military Masters. Valuable interpretation of the military mind and military mastery of

MACVEAGH and COSTAIN. Johua. Realistic study of an Old Testament fighter whose methods are applicable to the present time.

MAISEL. Miracles of Military Medi-cine. New drugs, devices, and techniques.

(Continued on page 70)

DECORATIONS and CITATIONS

U. S. S. Alchiba Awarded Presidential Citation

A Presidential Unit Citation has been awarded the 8,658-ton Navy cargo ship, U. S. S. Alchiba, whose crew succeeded in refloating her and getting her to an American port after she had been struck twice by Japanese torpedoes and given up as lost.

En route to the Solomon Islands, the Alchiba was torpedoed by a Japanese submarine. Although she was exploding and aflame, the crew managed to beach her and for 9 days and nights worked to salvage cargo and extinguish fires. When the task seemed finished and the ship restored, a second torpedo tore into her engine room, striking out her power. Determinedly, the crew went to work again, saved the ship and brought her to port.

Commanding officer of the vessel was Capt. James S. Freeman, USN, Jasper, Ala., who received the Navy Cross for his part in saving the ship. Her executive officer, Commander Howard R. Shaw, USN, was awarded

the Silver Star Medal.

Two Foreign Decorations Go to Naval Personnel

Two members of the U.S. Navy, an officer and enlisted man, have been awarded decorations by foreign governments.

The Cross of Boyaca, highest decoration conferred by the Colombian government, was awarded to Capt. James R. Barry, usn, Washington, D. C., in recognition for his service as Chief of the United States Naval Mission to Colombia.

Martin J. Tray, Cox, usnr, Philadelphia, Pa., received the Bronzen Kruis (Bronze Cross) from the Netherlands government for "bravely and skillfully" shooting down an enemy plane in June 1942, when the Dutch motor vessel on which he was serving was under continuous enemy air attack.

Under a law approved 20 July 1942, members of the Armed Forces of the United States are authorized during the present war and 1 year afterward to accept from cobelligerent nations or the other American republics such decorations, orders, medals, and emblems as may be tendered them, and which are conferred by such governments to members of their own military forces.

Admiral Halsey Cites Combat Photographers

Twenty-nine members of the first Navy combat photographic unit to



-Press Association Photograph.

NORTHAMPTON SKIPPER DECORATED: Capt. Willard A. Kitts III, USN, Oswego, N. Y., received the Navy Cross for extraordinary heroism while commanding officer of the cruiser "Northampton." Sunk during an engagement with Japanese forces attempting to reinforce their troops on Guadalcanal on the night of 30 November-1 December, the vessel ended a valiant career which included raids on Wake and Wotje, and the battles of Midway and the Coral Sea. The "Northampton" also was a member of the task force which accompanied the "Hornet" on ber mission to bomb Tokyo. Rear Admiral Herbert F. Leary. USN. commandant of the Fifth Naval District, is shown pinning on the award.

make pictures and maps of Japanese installations and dispositions in the Solomon Islands area have been cited by Admiral William F. Halsey, USN, Commander, South Pacific Area and South Pacific Force.

With presentation of the awards including gold stars in lieu of second Air Medals, Air Medals and letters of commendation—the group became one of the most decorated units in the naval service.

The decorations and citations were presented to the men recently at a United States air base in the South Pacific by Rear Admiral Frederick C. Sherman, USN, former commanding officer of the U.S.S. Lexington, who declared that their efficient work represented a material contribution to the success of the Solomons

Two members of the unit—William Hickey, PhoM1c, USNR, Bellmore, N. Y., and Harold D. Hogan, PhoM2c, USNR, Hollywood, Calif. - were killed in The men decorated:

Gold Star in lieu of second Air Medal: Eduardo Pierce Brown, CPhoM, USN, Chula Vista, Calif.; Joseph F. Muller, PhoM2c, USNR, Los Angeles, Calif.

Air Medal:

William Winfield Collier, CPhoM, USN, Chicago, Ill.; Paul M. King, CPhoM, USNR, Norwalk, Calif.; Jack Benjamin Kemmerer, CPhoM, USNR, Compton, Calif.; Joseph Raymond Harrach, PhoM1c, usn, Grant, Nebr.; Leland Russell Kofoed, PhoM1c, USN, Eau Claire, Wis.; Valentine Edward Henn, PhoM1c, USN, New Brighton, Pa.; William Louis Kinch, PhoM1c, USNR, Johnson City, Tenn.; John Robert Olsen, PhoM1c, USNR, Salt Lake City, Utah; Harold Edwin Davis, PhoM1c, USNR, Orville, Calif.: Richard Bryan Hargreaves, PhoM1c, USNR, Hollywood, Calif.; Eugene Lister Ennis, PhoM2c, USN, Erwin, N. C. William Frederick Hansen, Jr., PhoM2c, USN, Queens Village, N. Y.; Gerald Leonard Smith, PhoM2c, USN, Great Falls, Mont.; William Arthur Blodget, Jr., PhoM2c, USN, Amity, Mo.; Harry Richard Gilmour, PhoM2c, USNR, Oakland, Calif.; Robert Asa Jones, Pho-M2c, USNR, St. Louis, Mo.; Robert Elwin McCracken, PhoM2c, USNR, Fargo, N. Dak.; John Temple Crofton, PhoM2c, USNR, Memphis, Tenn.; John USNR, Los J. Helmick, PhoM2c, Angeles, Calif.; Gerard Wooters, Pho-M2c, USNR, Los Angeles, Calif.

Commendations for meritorious achievements: Stanley E. Boggs, PhoM1c, USN, Superior, Wis.; Robert Cecil Brown, PhoM1c, USNR, Fullerton, Calif.; Patrick William Cady, PhoM2c, usn, South Boston, Mass.; Leo Francis Flynn, PhoM2c, usnr, Hollywood, Calif.; George Edward Toman, PhoM3c, USNR, Cicero, Ill.

2ND ☆ GOLD ☆ STAR In Lieu of Third Navy Cross

Lt. Comdr. Wallace C. Short, Jr., usn, Malone, N. Y.: In the face of heavy antiaircraft fire, Lt. Comdr. Short dived and skillfully attacked three Japanese aircraft tenders or transports and obtained a direct hit on one of the enemy vessels. (Near Salamaua and Lae, New Guinea, 10 March 1942.)



Lieut. David R. Berry, USNR, Owensboro, Ky .: In the face of heavy fire from a formation of Japanese cruisers and destroyers, Lieut. Berry dived at a light cruiser and scored a direct hit resulting in severe damage and probable destruction of the enemy vessel. (Near Salamaua and Lae, New Guinea, 10 March 1942.

GOLD & STAR

In Lieu of Second Navy Cross

Capt. Thomas L. Gatch, usn, Annapolis. Md.: Although partially disabled and suffering acute pain from a previous wound, Captain Gatch, commanding officer of a U.S. battleship, with bold determination gallantly fought his ship through a large Japanese force, sinking at least one enemy cruiser and damaging other (Off Savo Island, enemy vessels. 14-15 November 1942.)



Lt. Arthur L. Downing, USNR, South Haven, Mich.: In the face of heavy antiaircraft fire, Lieutenant Downing dived and skillfully attacked three Japanese aircraft tenders or transports, scoring a direct hit on one of the enemy vessels. (Near Salamaua and Lae, New Guinea, 10 March 1942.)

Lt. Lavell M. Bigelow, USNR, Provo. Utah: In the face of heavy fire from a formation of Japanese cruisers, Lieutenant Bigelow dived at a light cruiser and scored a direct hit, resulting in serious damage and probable destruction of the enemy vessel. (Near Salamaua and Lae, New Guinea, 10 March 1942.)



Ensign John P. Adams, USNR, White Cloud, Kans.: Launched from his carrier to intercept approaching Japanese torpedo planes. Ensign Adams faced a situation so critical that the 5-inch guns of his ship were firing at the enemy by the time he left the flight deck. Despite an intense antiaircraft barrage from our own ships, he pressed home his attacks and shot down one enemy plane in flames and damaged another. (Battle of Midway, 4 June 1942.)



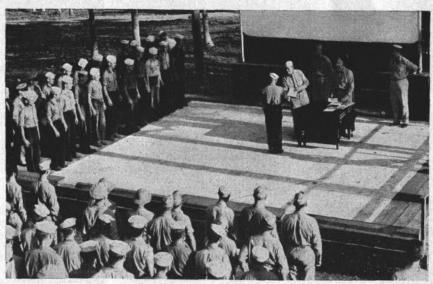
Ensign Kendall C. Campbell, USNR, Lamar, Colo. (posthumously): In the face of heavy antiaircraft fire, Ensign Campbell dived and skillfully attacked one of three Japanese aircraft tenders or transports, scoring a direct hit on one of the enemy vessels. (Near Salamaua and Lae, New Guinea, 10 March 1942.)

NAVY CROSS

Rear Admiral Mahlon S. Tisdale, USN, Coronado, Calif.: Succeeding to command of a task force during an engagement with Japanese forces, Rear Admiral Tisdale continued gun action until all enemy ships within range were destroyed and later conducted a bold search for enemy vessels along probable routes of retreat. (Solomon Islands Area, 30 November

Rear Admiral Carleton H. Wright, USN, Crestwood, Ky.: As Commander of a task force during an engagement with Japanese forces in the Solomon Islands area, Admiral Wright, at a critical hour in the campaign, intercepted the approaching enemy forces, inflicted severe damage to a number of enemy ships, and defeated the enemy's persistent attempts to land troops and supplies on Guadalcanal. (1 December 1942.)

Capt. Ingolf N. Kiland, USN, Chicago, Ill.: When the task unit under his command was attacked by Japanese torpedo planes, Captain Kiland maneuvered his unit with such outstanding courage and tactical ability that he not only brought his forces through without damage but successfully repelled the enemy attack. (In the Solomon Islands area.)



-Official U. S. Navy Photograph.

COMBAT PHOTOGRAPHERS DECORATED: One of the "most decorated" U. S. Navy photographic units was this combat picture-making crew of 29 members who contributed much to the success of the Solomon Islands campaign with their pictures of enemy bases and installations. Aid medals and letters of commendation were presented the men by Rear Admiral Frederick C. Sherman, USN, former commanding officer of the U.S.S. "Lexington," during ceremonies at a Pacific base shown in this photograph.

Capt. Frank L. Lowe, USN, Pine Bluff, Ark.: As commanding officer of a United States naval vessel, Captain Lowe fought his ship with skill and determination, contributing in large measure to the destruction of all enemy vessels within gun range. (Solomon Islands area, 30 November 1942.)

公

Capt. Clifford H. Roper, USN, Berkeley, Calif.: As commanding officer of a United States naval vessel, Captain Roper, during an engagement with Japanese forces, fought his ship with skill and determination, contributing in large measure to the destruction of all enemy surface vessels within gun range. (Solomon Islands area, 30 November, 1942.)

公

Commander Thomas E. Fraser, USN, Philadelphia, Pa. (missing): As acting division commander of the destroyers in a task force, Commander Fraser, commanding the U. S. S. Walke, led his ships into action against a numerically superior force of Japanese vessels and succeeded in diverting a torpedo attack against our heavy ships while at the same time inflicting grave damage to the Japanese forces. (Off Savo Island, 14–15 November 1942.)

公

Commander Max C. Stormes, USN, San Diego, Calif. (missing): Although his ship, the U. S. S. Preston, was repeatedly hit by numerically superior Japanese forces, Commander Stormes and his valiant crew maintained a continual and devastating fire against the enemy vessels, inflicting serious damage. (Off Savo Island, 14–15 November 1942.)

☆

Lt. Col. Robert K. Hall, USA, Jamestown, N. Dak.: When a Marine battalion was under heavy attack by overwhelming Japanese forces, Lieutenant Colonel Hall ordered his troops to advance by forced march to their relief, succeeding by his skill and leadership in repulsing the enemy and virtually annihilating a Japanese regiment. (Lunga Point, Guadalcanal, 24–25 October 1942.)

3

Lt. Comdr. Ralph A. Embree, USN, Laramie, Wyo.: Leading five flights of planes in vigorous dive-bombing raids against hostile warships and coastal defense batteries, Lieutenant Commander Embree courageously pressed home his attacks, and aided greatly in inflicting severe damage upon the opposing forces. (Occupation of French Morocco, 8-11 November 1942.)

公

Lt. Comdr. Arthur M. Ershler, USN, Hudson, N. Y.: When his plane was badly damaged by gunfire during a raid on a convoy of hostile trucks, Lieutenant Commander Ershler, although nauseated by escaping gaso-



-Acme Photograph.

IN EVERY MAJOR AIR BATTLE EXCEPT MIDWAY: Lt. Comdr. Stockton Strong, USN, Washington, D. C., returned to the United States recently after 18 months of continuous action in the Pacific where he participated in every major air battle with the exception of Midway. Holder of the Air Medal and two-time winner of the Navy Cross, Lt. Comdr. Strong among his many exploits disabled a Japanese aircraft carrier off Guadalcanal in August, 1942.

line fumes, continued his flight to an airdrome, where he damaged several planes and scored a direct bomb hit on a hangar. Subsequently pressing home aerial attacks against hostile troops and machine-gun emplacements, he contributed materially to the action which forced hostile troops to retire to new positions. (Occupation of French Morocco, 8–11 November 1942.)

公

Lt. Comdr. Roy S. Benson, USN: Skillfully maneuvering his submarine into a previously designated area Lieutenant Commander Benson accomplished a difficult mine-laying operation and personally observed the destruction of an 8,000-ton enemy vessel resulting from contact with one of his mines. Later he executed daring attacks on enemy ships, sinking 15,271 tons,

3

Lt. Comdr. John M. DeVane, USN, Fayetteville, N. C.: Participating in four dive-bombing and strafing attacks, Lieutenant Commander DeVane, despite heavy antiaircraft fire, pressed home vigorous attacks against hostile airfields, light vessels, gun emplacements, tanks, and trucks. (Dur-

ing the occupation of French Morocco, 8-11 November 1942.)

公

Lt. Comdr. Rhodam Y. McElroy, Jr., USN, Lebanon, Ky.: While leading a Scouting Squadron on a mission to locate camouflaged tanks, Lieutenant Commander McElroy deliberately subjected his plane to withering antiaircraft fire by flying at low altitude in order to ascertain the exact position of his objective. Although his plane was hit many times, he made repeated attacks which resulted in a complete rout of the opposing tanks. (During occupation of French Morocco, 10 November 1942.)

Lt. Maynard M. Furney, USNR, Manhattan, Kans.: Leading a Fighting Squadron in an attack on a hostile airdrome, Lieutenant Furney unhesitatingly engaged enemy aircraft, sending two down in flames and in six subsequent flights during the following 2 days successfully bombed and strafed shore batteries and submarines and patrolled the area over his carrier and transports at Fedala. (During the occupation of French Morocco, 8-11 November 1942.)

☆

Lt. (jg) Trose E. Donaldson, USNR, Seattle. Wash. (posthumously): While attached to a submarine squadron in combat with the Japanese during the bombardment of Cavite, P. I., Lieutenant (jg) Donaldson worked tirelessly to evacuate ships and wounded from the stricken area and in fighting fires along the water front. Although exposed to determined attacks by Japanese bombers, he unflinchingly directed the antiaircraft fire from aboard his ship. (December 1941.)

Kenneth E. Howe, CSp (A), USNR, Hannibal, Mo.: Preceding the assault on Fedala, Howe skillfully maneuvered his scout boat in complete darkness from the transport area to the beach despite treacherous rock reef and enemy batteries. Locating his position, he guided incoming waves of boats, maintaining his station despite heavy fire from hostile forces. (During occupation of French Morocco, 8-11 November 1942.)

Richard W. Joyce, SF1c, USNR, Brooklyn, N. Y.: As a member of a demolition party attached to a United States warship participating in the assault on and occupation of French Morocco, Joyce despite dangerous and treacherous obstacles succeeded with his shipmates in cutting cables at the mouth of the Sebou River so that the U. S. S. Dallas could navigate up the stream to land raiders near a strategic airport. (8-11 November 1942.)

Ernest J. Gentile, MM1c, USNR, Leominster, Mass.: As a member of a

demolition party attached to a United States warship participating in the assault on and occupation of French Morocco, Gentile despite dangerous and treacherous obstacles succeeded with his shipmates in cutting cables at the mouth of the Sebou River so that the U.S.S. Dallas could navigate up the stream to land raiders near a strategic airport. (8-11 November 1942.)

William B. Kincannon, PhM2c, USN, Long Beach, Calif.: When his company was almost completely surrounded by Japanese, and under attack from all directions, Kincannon, with utter disregard for his own safety, exposed himself to enemy fire to care for and evacuate the wounded. (Guadalcanal, 13-14 September 1942.)

Albern M. Potter, Jr., PhM2c, USN, West Springfield, Mass.: When his company was almost completely surrounded by the Japanese, and under attack from all directions, Potter, with utter disregard for his own life, exposed himself to enemy fire to care for and evacuate the wounded. (Guadalcanal, 13-14 September 1942.)

DISTINGUISHED SERVICE MEDAL

Rear Admiral Roland M. Brainard, usn, New Orleans, La.: As Vice Admiral in command of a Task Force, United States Atlantic Fleet, Rear Admiral Brainard directed escort-oftrade-convoy operations with skill and sound judgment. He organized and conducted an antisubmarine training program for both surface and air units which is proving its excellence in the current conflict. (20 April 1942 to 30 April 1943.)



Rear Admiral Milo F. Draemel, USN. Seattle, Wash.: As Chief of Staff to the Commander in Chief, Pacific Fleet and Pacific Ocean Areas from December 1941 to June 1942, Rear Admiral Draemel, by his broad vision and executive ability, rendered invaluable assistance in preparing the fleet for effective and sustained action against the Japanese.

LEGION OF MERIT

Capt. Edward Ellsberg, USNR, Westfield, N. J.: Working with tireless energy at a task considered in some respects as hopeless, Captain Ellsberg achieved remarkable results in the salvaging and repair of vital naval



-Official U. S. Marine Corps Photograph.

THREE MARINE OFFICERS RECEIVE LEGION OF MERIT: Lt. Gen. Thomas Holcomb, Commandant, U. S. Marine Corps, recently awarded the Legion of Merit to a Marine artillery general and two Marine aircraft commanders. Receiving the awards are, from left to right: Brig. Gen. Pedro A. del Valle, USMC, Alexandria, Va., who commanded artillery on Guadalcanal from 7 August to 9 December 1942; Col. John N. Hart, USMC, Portsmouth, Va., who was commanding officer of a Marine aircraft squadron from 4 August to 30 October 1942, and Lt. Col. Samuel S. Jack, USMC, Glendale, Ariz., who commanded all Army, Navy and Marine Corps fighter aircraft on Guadalcanal from 17 November 1942 to 18 January 1943. Their citations said that each had performed "exceptionally meritorious" service in operations against the Japanese.

equipment. Having rehabilitated the Massawa (Eritrea) Naval Base ships, he made possible extensive drydocking operations for the benefit of all types of Allied shipping. (From 8 January 1942 to 5 April 1943.)

Capt. Edmund T. Wooldridge, USN, Lawrencebury, Ky.: As Assistant Operations Officer and later as Operations Officer, Staff, Commander Support Force of a Task Force, United States Atlantic Fleet, Captain Wooldridge by his detailed preparations of training plans made important contributions to the escort-of-convoy instructions and to effective antisubmarine tactics.

Commander John F. Greenslade, USN, Washington, D. C.: As Operations Officer on the staff of Commander Aircraft, South Pacific Force, from 23 September 1942 to 30 May 1943, Commander Greenslade with superb or-

ganization skill and steadfast devotion to duty effectively coordinated the Allied Army, Navy, Marine Corps, and Royal New Zealand Air Forces in offensive operations against the Japanese. He participated in numerous reconnaissance flights over hostile territory.

Commander Roger V. Mullany, USNR, Brooklyn, N. Y.: By his alert and resolute initiative, Commander Mullany, Executive Officer of the U.S.S. Blakeley, during and following a torpedo attack, was largely responsible for keeping his ship under control, maintaining her fighting ability and later expediting her readiness for sea.

Lt. Col. Paul Moret, usmc, Jackson,

Mich. (posthumously): As Aircraft Operations Officer on Guadalcanal. Lieutenant Colonel Moret's courage and unusual ability in the employment of his aircraft caused severe losses to enemy surface vessels, aircraft, and vital materials. (12 November 1942, to 20 January 1943.)

Charles H. Spencer, Jr., BM1c, USN, Bowling Green, Ky.: Refusing to leave his boat for rest or food, Spencer, with tenacious devotion to duty continued to make trips between ship and beach under dangerous and adverse conditions until all unloading was completed. (During occupation of French Morocco, 8–11 November 1942.)

Leo M. Savage, WT1c, USN, Maplewood, Pa.: Although the fireroom was deluged with oil and water following a torpedo attack on his ship, the U.S. S. Blakeley, Savage courageously remained at his station, securing boiler fires and personally examining the forward bulkhead and bilges for damage. (25 May 1942.)

Llyn L. Potter, Cox, USNR, Lake Geneva, Wis.: Despite extremely high surf and with only one engine, Potter and his shipmates voluntarily and without relief operated their boat during the assault, making 51 trips until all unloading operations were completed. (During occupation of French Morocco, 8–11 November

Jimmie W. Blacketer, S2c, USN, Corpus Christi, Tex.: Despite high surf and with only one engine, Blacketer and his shipmates voluntarily and without relief operated their boat during the assault making 51 trips until the entire unloading operation was completed. (During occupation of French Morocco, 8-11 November 1942.)

SILVER STAR

Capt. Robert M. Smith, USN, Hagerstown, Md. (missing in action): When an enemy torpedo blasted his ship, the U. S. S. Joseph Hewes, starting fires and flooding the forecastle, Captain Smith gave orders to fight the blaze and fire distress signal flares and by his cool manner averted a possible panic among his men, inspiring them in evacuating the wounded and encouraging his men as he ordered them over the side. (November 1942, in the Atlantic area.)

*

Lt. Comdr. George B. Madden, USN, Oakland, Calif.: When his ship, a destroyer-transport, was attacked at night by a far superior force of Japanese vessels, he fought with great courage and determination, despite his knowledge of his ship's lack of fire power and reduction of armament, inflicting damage upon the enemy. (Solomon Islands area, 30 August 1942.)

Lt. Comdr. John R. McKnight, Jr., USN, Kansas City, Mo.: As commanding officer of a United States submarine during five war patrols, Lieutenant Commander McKnight displayed excellent judgment in his ability to take advantage of every attack opportunity, distinguishing himself by sinking a significant amount of Japanese shipping.

34

Lt. Harry B. Bass, USN, Beaumont, Tex.: Leading a 3-plane raid on a hostile airfield, Lieutenant Bass with bold determination contributed to the destruction of 6 planes and damage to 4 others. On subsequent occasions he led vigorous attacks against gun emplacements, aircraft and truck columns, which resulted in the silencing of two 75-mm. guns and the destruction of 19 planes and 14 trucks. (Occupation of French Morocco, 8-11 November 1942.)

A

Lt. Thomas E. Edwards, Jr., USN, Wichita Falls, Tex. (posthumously): Despite a serious knee injury, Lieutenant Edwards finally gained permission to rejoin his squadron attached temporarily to a United States aircraft carrier. Leading his flight



-Press Association Photograph.

FOR UNDERSEA BRAVERY: Carl H. Enslin, CMoMM, USN, of Lake Ariel, Pa., was awarded the Silver Star for his efforts in the engine room of a U. S. submarine during three successful, close-range attacks on heavily screened Japanese cruisers. Making the award at Pearl Harbor is Rear Admiral C. A. Lockwood, USN, Commander Submarine Force, U. S. Pacific Fleet.

against Japanese fighter planes at Guadalcanal, he destroyed one enemy craft and damaged two others. After his plane had been reserviced he took off again in quest of the enemy, strafing Japanese positions west of Henderson Field. (15 November 1942.)

公

Lt. Theodore A. Grell, USN, Dearborn, Mich.: While attached to a fighting squadron during the occupation of French Morocco, Lieutenant Grell contributed to the destruction of 14 hostile aircraft on the ground and 9 out of 16 opposing fighters in the air. (8–11 November 1942.)

T

Lt. Robert H. Higley, USN, Kansas City, Mo.: As a pilot of a scouting squadron during the occupation of French Morocco, Lieutenant Higley participated in numerous flight missions, raided heavy gun emplacements, and dive-bombed a hostile battleship. (8–11 November 1942.)

公

Lt. Thomas D. Keegan, USN, Staten Island, N. Y.: As a member of torpedo and ship control parties aboard a United States submarine, Lieutenant Keegan was instrumental in delivering torpedo and gun attacks which resulted in the sinking of 61,677 tons and the damaging of an additional 30,210 tons of enemy shipping.



Lt. Theophilus H. Moore, USN, Durham, N. C.: While engaged in offensive action against hostile ground forces, Lieutenant Moore led a division of dive bombers through intense antiaircraft fire to bomb and strafe opposing tanks, pressing home the attacks with such determination that he contributed to the complete rout of the tank force. (During the occupation of French Morocco, 8-11 November 1942.)



Lt. Waller C. Moore, Jr., USN., Portsmouth, Va.: Despite dangerous and persistent hostile fire, Lieutenant Moore led a section of planes in vigorous glide-bombing attacks on antiaircraft batteries and coastal defense guns near Casablanca and later scored one hit and three near misses on a hostile destroyer in Casablanca Harbor. (During the occupation of French Morocco, 8-11 November 1942.)



Lt. Thirl E. Jarrett (MC), USN, Brooklyn, N. Y.: On repeated occasions while the division field hospital was under tremendous bombardment, Lieutenant Jarrett worked tirelessly over his wounded comrades, administering plasma, rendering first aid, and performing outstanding medical serv-



-Kaneohe Klipper (NAS, Kaneohe Bay, T. H.)

Strip Tease

ice under difficult and dangerous conditions. (Guadalcanal, October 1942.)



Lt. Donald C. Rodeen, USNR, San Francisco, Calif.: Although subjected to intense antiaircraft fire, Lieutenant Rodeen fearlessly operated his plane at low altitude and, with skillful accuracy, attacked various hostile ground positions. When hostile fire crippled his plane and inflicted wounds in both legs, he succeeded in bringing his plane to a safe landing in friendly territory without injury to the crew. (Occupation of French Morocco, 8–11 November 1942.)



Lt. (jg) Lester H. Gamble, USNR, San Francisco, Calif.: As commander of a torpedo boat during an engagement with Japanese naval forces, Lieutenant Gamble personally scored two hits on a large Japanese destroyer. (Solomon Islands area.)



Lt. (jg) Donald Kirkpatrick, Jr., USNR, Evanston, Ill.: As pilot of a scout bomber of the U. S. S. Hornet, Lieutenant Kirkpatrick pressed home a persistent attack and succeeded in scoring a direct bomb hit on a large Japanese aircraft carrier. (Near Santa Cruz Islands, 26 October 1942.)



Lt. (jg) Christos E. Mikronis, USNR, Baton Rouge, La.: Vigorously attacking hostile machine-gun emplacements and aircraft on the ground, Lieutenant Mikronis inflicted heavy damage to weapons, and planes during an attack on the Cazes Airdrome. When his engine was knocked out by a hostile shell, he succeeded in landing his plane, lapsing into unconsciousness as his plane touched the ground. (During the occupation of French Morocco, 8-11 November 1942.)

Ensign Charles J. Duffy, USNR, New York, N. Y (posthumously): Participating in a hazardous dive-bombing mission over Casablanca Harbor, Ensign Duffy, with superb flying skill, scored a direct hit on a hostile cruiser with a 500-pound bomb. (Occupation of French Morocco, 8-11 November 1942.)



Ensign Robert E. O'Neil, USNR, St. Louis, Mo. (posthumously): Diving through a hail of antiaircraft fire from hostile ships and shore batteries, Ensign O'Neil delivered a successful glide-bombing attack against coastal defense gun installations near Casablanca. (During the occupation of French Morocco, 8-11 November 1942.)



Gunner Charles W. Gibbo, USN, Oakland, Calif.: Discovering an unexploded bomb in a passageway while his ship, the U. S. S. Hornet, was under heavy aerial attack, Gunner Gibbo shored up the dormant explosive with boxes and rendered it harmless by bending its fuse. (Near Santa Cruz Islands, 26 October 1942.)



John R. Bradley, CBM, USN, Oak Creek, Colo.: After a terrific explosion had damaged his ship, Bradley, despite his injuries, continued to perform the duties of his station and assisted in the evacuation of patients trapped in the gas-filled and flooding sick bay. (Solomon Islands area, 30 November 1942.)



Mervale B. Birchard, CGM, USN, Dover, N. H.: While serving aboard a United States submarine, Birchard's skill and leadership contributed to successful action against enemy vessels.



Audly L. Crowe, CGM, USN, Houston, Tex.: While serving aboard a United States submarine during four war patrols, Crowe, through expert performance of his duties, assisted materially in the sinking of a significant amount of Japanese shipping.



-Tongue Tides (NAS, Tongue Point, Oreg.)
"Well . . . My commission at last!"

Sam Matulavich, CGM, USN, Akron, Ohio: After his ship had been damaged by a terrific explosion during an engagement with Japanese forces, Matulavich, with no thought for his own safety, entered gas-filled and flooding compartments and worked tirelessly to save his ship. (Solomon Islands area, 30 November 1942.)

公

Robert C. Daniel, CTM, USN, Sacramento, Calif.: As leading petty officer aboard a United States submarine during four war patrols, Daniel contributed directly to the success of his ship in sinking one enemy cruiser and one destroyer and seriously damaging another cruiser with two torpedo hits.



Theodore H. Larson, CTM, USN, Grand Rapids, Mich.: While serving aboard a United States submarine during three war patrols, Larson, through expert performance of his duties, assisted materially in the sinking of an important amount of Japanese shipping.



Harold E. Wood, CQM, USN, San Diego, Calif.: As quartermaster and look-out during four war patrols aboard a United States submarine, Wood ably assisted his commanding officer in the development of two night attacks which resulted in the sinking of one Japanese cruiser and one destroyer and seriously damaging another cruiser with two torpedo hits.



Jim Williams, CEM, usn, Sanger, Tex.: After a terrific explosion had damaged his ship, Williams, despite injuries, continued to perform the duties of his station and assisted in the evacuation of patients trapped in a gas-filled and flooding sick bay. (Solomon Islands Area, 30 November 1942.)



-Dots-n-Dashes (NTS (Communications), Los Angeles, Calif.)

"Lieutenant Hammerhead reporting . . . Coming in on a wing and a prayer."



-U. S. Naval Air Station News (Anacostia, D. C.)

Albert H. Stegall, CRM, USN, Ukiah, Calif.: While serving aboard a United States submarine in enemy-controlled waters, Stegall's cool courage contributed to the success of his vessel's cruises.



James S. Heist, CMM, USN, Somerset, Pa.: While serving aboard a United States submarine during three war patrols, Heist, through expert performance of his duties assisted materially in the sinking of an important amount of Japanese shipping.



Dock M. Eller, CMoMM, USN, Titus, Ga.: While serving aboard a United States submarine during three war patrols, Eller, through expert performance of his duties, assisted materially in the sinking of an important amount of Japanese shipping.



Delbert R. Otto, CMoMM, USN, Leipsic, Ohio: While serving aboard a United States submarine during four successful war patrols, Otto through expert performance of his duties assisted materially in the sinking of an important amount of Japanese shipping.



Donald O. Vaughan, RM1c, USN, Eureka, Calif.: As radio technician and sound operator aboard a United States submarine during four war patrols, Vaughan assisted materially in the sinking of a significant amount of Japanese shipping.

Jay A. Brown, PhM1c, USN, Cleveland, Ohio: On duty at the battalion aid station, Brown constantly exposed himself to enemy machine-gun, rifle, and grenade fire while caring for and evacuating the wounded, realizing that the road he must travel was under heavy fire by the Japanese who had infiltrated around the flank and rear of our forces. (Guadalcanal, 13–14 September 1942.)



Alva J. Zattiero, Mus1c, USN, Ellwood City, Pa.: After his ship had been badly damaged by a torpedo hit, Zattiero, although isolated from the rest of the ship, gave his life jacket to an injured man unable to swim. Later, during abandonment of the vessel he assisted wounded personnel over the side and aided those without life jackets to reach a place of safety. (Off Savo Island, 30 November 1942.)



Irving J. Sorensen, SC1c, USN, Waterford, Wis.: After a terrific explosion had damaged the sick bay, dispensary, and dressing station aboard his ship engaged with Japanese forces, Sorensen assisted in rescuing patients trapped in the gasfilled and flooding area. (Solomon Islands area, 30 November 1942.)



Clyde W. Evans, TM2c, USN, Petersburg, Va.: While his ship, the U. S. S. Cushing, was under intense bombardment, Evans, after firing the torpedoes from his own tube, proceeded to man another tube mount after its crew had been wounded and fired the tubes there. (Off Savo Island, 12–13 November 1942.)



George S. Hinkley, AOM2c, USN, Sewickley, Pa.: When his station was struck during an attack by opposing forces and despite severe wounds to the eye and face, Hinkley, a turret gunner in a Scouting Squadron continued to man his weapon and maintain effective fire against enemy objectives. (During the occupation of French Morocco, 8-11 November 1942.)



Albert F. Harvey, Cox, USN, Phenix City, Ala.: When his vessel finally had been put out of action by enemy bombardment and he was preparing to abandon ship, Harvey heard an urgent cry from an overhead machine gun platform. He climbed to the boat deck above and there, in the midst of raging flames and exploding ammunition, located an injured shipmate, unable to move. Lifting the helpless man to his shoulders, he carried him below and lowered him to a life raft over the side. (U. S. S. Vincennes, 9 August 1942.)

Howard O. Bradley, SF3c, USNR, Independence, Mo.: After his ship had been damaged by a terrific explosion, Bradley, with no thought to his own safety, entered gas-filled and flooding compartments and worked tirelessly to save his vessel. (Solomon Islands area, 30 November 1942.)

公

Paul R. O'Connell, SK3c, USN, Boston, Mass.: While his ship, the U. S. S. Vincennes, was being subjected to tremendous bombardment by enemy torpedoes and gunfire, O'Connell, undeterred by bursting shells, stood by his station until his ankles and leg were broken and his scalp was bleeding from violent concussions and flying splinters. (Off Savo Island, 9 August 1942.)

公

Edward F. Collins, PhM3c, USN, Utica, N. Y.: While the platoon to which he was attached was under terrific fire, Collins, with no regard for his own safety, made his way to exposed positions on the actual field of battle, administering first aid to the wounded, and directing their removal to safety. (Guadalcanal, 5 October 1942.)

公

Charles C. Curry, Jr., PhM3c, USNR, Poughkeepsie, N. Y.: When his landing boat was wrecked on the rocks near Fedala, and several of his comrades were isolated near the beach throughout the day and subjected to attacks by hostile planes, Curry, without assistance, and at great personal risk, administered to five wounded comrades, going to them during the day at widely separated places along the beach. (During occupation of French Morocco, 8-11 November 1942.)

公

Frederick W. Polinske, S1c, USN, St. Joseph, Mich.: While his ship was being subjected to tremendous bombardment, Polinske, although wounded at the height of the battle, fought tirelessly to extinguish fires in the vicinity of the sick bay. He carried on until the ship was put out of action and he was compelled to leave the burning compartment to abandon ship. (U. S. S. Vincennes, 9 August 1942.)

W

James C. Hunter, F2c, USNR, Toronto, Ohio: Although his battle station had been rendered untenable by tremendous bombardment, Hunter, when he learned that the remote control gear for the main fuel-oil valve had become inoperative, voluntarily returned to the blazing fireroom, defying intense heat and suffocating

fumes and, suffering severe burns about the face and arms, successfully closed the master oil valve by hand. (U. S. S. Vincennes, 9 August 1942.)

公

John A. Bartlett, S2c, USN, Colorado Springs, Colo.: On board a cruiser badly damaged during action against Japanese forces, Bartlett fought his way through flames and exploding ammunition to secure a line and return with it to the mainmast where personnel were trapped and their descent was cut off by fire. (Off Savo Island, 9 August 1942.)

公

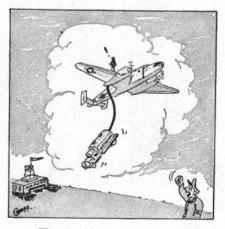
James H. Danford, S2c, USNR, Joliet, Mont. (posthumously): While serving aboard a United States cruiser during an engagement with Japanese forces, Danford, despite injuries, continued to perform the duties of his station. (Solomon Islands area, 30 November 1942.)

公

Clarence W. Ladnier, S2c, USN, Seattle, Wash. (posthumously): After a terrific explosion had damaged the sick bay, dispensary, and dressing station aboard his ship engaged with Japanese forces, Ladnier with no regard for his own safety assisted in rescuing patients from the gas-filled and flooding area. (Solomon Islands area, 30 November 1942.)

公

Homer W. Procter, S2c, USNR, Greeley, Colo.: With the forecastle ablaze from a crashed Japanese plane, Proctor, despite serious burns about the arms and face, left his destroyed gun and joined the powder supply line at the engaged guns until ordered to retire to the battle dressing station. (North of Santa Cruz Islands, 26 October 1942.)



-Wingtips (Air Transport Squadron 1.)

"DeWitt, come back here and check that truck out."

GOLD ☆ STAR

In Lieu of Second D. F. C.

Lt. Comdr. Harold H. Larsen, USN, Collingsworth, N. J.: While serving as commanding officer of Torpedo Squadron 8 during an attack on a Japanese force of 1 light cruiser and 10 destroyers, Lieutenant Commander Larsen scored a direct torpedo hit on the light cruiser in the face of heavy antiaircraft fire. (Solomon Islands area, 7 November 1942.) Lieutenant Commander Larsen received his first Distinguished Flying Cross for raiding and silencing Japanese opposition in the Solomon Islands, 7–8 August 1942.

DISTINGUISHED FLYING CROSS

Maj. Joseph N. Renner, USMC, Arlington, Va.: As commanding officer of an observation squadron in a Marine Aircraft Group, in action against the Japanese in the Solomon Islands area, Major Renner led his squadron in daring and aggressive action against 11 Zero fighters, helping destroy 5 of the enemy planes. Later he effected the rout of 9 attacking enemy fighters. He personally shot down 2 of the enemy craft in these engagements. (23 January and 1 February 1943.)

3

Lt. Walter F. Madden, USNR, Cleveland, Ohio: Despite the presence of heavy and continual antiaircraft fire, Lieutenant Madden flew more than 500 miles in photographic reconnaissance over the central and northern attack groups, rendering reports on many important roads, fields, towns, and bridges and discovering a number of opposing reinforcements moving toward Casablanca. (During occupation of French Morocco, 8-11 November 1942.)

公

Lt. Benjamin G. Preston, USNR, Kingsville, Tex.: In the face of heavy fire from a formation of Japanese cruisers and destroyers, Lieutenant Preston dived on a light cruiser and scored a near miss on the vessel. Returning to bombing altitude he again dived on the ship and scored direct hits with his light bombs, contributing to severe damage done to the enemy craft. (Near Salamaua and Lae, New Guinea, 10 March 1942.)

公

Lt. Charles E. Rodebaugh, USN, Jacksonville, Fla.: Attacked by four Japanese fighter planes while his seaplane was on station as rescue ship for United States Army craft assaulting Kiska, Lieutenant Rodebaugh fought his plane so skillfully that 25 attacks were repulsed with only minor damage to his ship. Later, sighting an armed enemy freighter, he maintained contact with the vessel for 4 hours until bombers appeared to six the ship. (Aleutian Islands, 30 December 1942 and 5 January 1943.)

公

Lt. (jg) R. Bull, USNR, Webster Groves, Mo. (posthumously): As pilot of a PBY on reconnaissance, Lieutenant (jg) Bull reported the position of an enemy carrier group which was of vital importance to our forces. (Near Ambon, N. E. I., 5 February 1942.)



Lt. (jg) J. M. Robertson, USNR, Washington, D. C. (posthumously): During a flight over Makassar Harbor, N. E. I., Lieutenant Robertson sank an enemy transport. Later he made numerous reconnaissance flights over Makassar Strait.



Lt. (jg) Charles A. Tabberer, USNR, Kansas City, Kans. (missing): Leading a two-plane section of his squadron against an enemy force of 27 twin-engined bombers, Lieutenant Tabberer, despite opposition by opposing Zeroes, gallantly pressed home his attacks until his plane was shot down. By so doing he contributed to the destruction of at least five enemy bombers. (Solomon Islands area, 7 August 1942.)



First Lt. Wallace L. Dinn, Jr., USAAF, Nashville, Tenn.: While on a flight mission, Lieutenant Dinn sighted a Japanese convoy of transports and destroyers, dove upon the vessels and at 500 feet released a bomb, scoring a direct hit on a troop-laden transport. (Solomon Islands Area.)



Ensign Newton H. Mason, USNR, Scarsdale, N. Y. (missing): As pilot of a fighter plane, Ensign Mason with utter disregard for his own safety zealously engaged Japanese aircraft, contributing materially to the defense of our forces. (Battle of Coral Seas, 7–8 May 1942.)



Ensign Robert L. Price, USNR, Wichita, Kans. (missing): Following his division leader in an assault on an enemy force of 27 twin-engined bombers, Ensign Price gallantly pressed home his attacks, despite interception by Zero fighters, until his plane was shot down. (Solomon Islands area, 7 August 1942.)



-Acme Photograph.

ARMED GUARDSMAN DECO-RATED: Adrift in a lifeboat for 20 days and nights after his ship had been sunk, Ernest B. Tillinghast, SM2c, USNR, Revere, Mass., rendered tireless service to other personnel in the boat. He also is credited with saving the life of the first assistant engineer of the vessel who was injured during the sinking. Tillinghast, shown with his mother, was awarded the Navy and Marine Corps Medal at ceremonies at the Armed Guard Center in Brooklyn, N. Y.

Ensign Emory S. Wages, Jr., USNR, Lawrenceville, Ga. (missing—not enemy action): With complete disregard for his own life, Ensign Wages courageously sought out and destroyed enemy antiaircraft positions, resulting in severe loss of life and equipment to the Japanese, enabling our forces to occupy the area without opposition. (Guadalcanal, 7 August 1942.)

NAVY and MARINE CORPS MEDAL

Lt. James S. Freeman, usca, Jasper, Ala. (posthumously): Answering immediately the call for assistance in rescuing a man who had fallen overboard, Lieutenant Freeman put on a diver's suit and entered the water where the man had disappeared. After searching for half an hour, Lieutenant Freeman failed to answer signals and he was brought to the surface, but efforts to revive him were in vain. (Off Norfolk, Va., 10 August 1942.)

Lt. Gordon H. MacLane, uscg: Serving as coxswain of a powerboat engaged in rescuing personnel from a stranded United States warship, Lieutenant MacLane, with no regard for his own safety, skillfully maneuvered his boat into dangerous waters to pick up survivors from the stricken vessel and the sea.



Lt. (jg) Harold J. Beatty, USNR, Fresno, Calif.: Seeing a man struggling in the surf and being carried to sea, Lieutenant Beatty plunged into the surf and swam through huge breakers to his assistance, fighting desperately against a treacherous undertow. He finally succeeded in bringing the man to the breaker line, where both men were given help. (Carmel Bay Beach, Calif., 14 February 1943.)



Lt. (jg) James B. Sommers, USN, San Diego, Calif. (missing): While in charge of a boat attempting to rescue officers and men from a plane wrecked on a treacherous reef, Lieutenant Sommers gamely swam a line to the stricken craft, enabling his men and an accompanying boat to effect the rescue without injury to either the survivors or the boat crews. (New Caledonia, 30 October 1942.)



Machinist Harold D. Floyd, USN, Dayton, Wash.: During the sinking of the U. S. S. Sturtevant, Floyd remained on the stricken vessel to set all depth charges on safe despite the fact that communication between his part of the ship and the bridge had been cut off. His action was instrumental in saving the lives of men swimming and on rafts in the vicinity. (26 April 1942.)



Bowmer Webb, CBM, USNR, San Francisco Calif. (missing): With no regard for his own life, Webb volunteered to act as coxswain of a boat detailed to remove personnel from a wrecked plane stranded near French Reef, New Caledonia, exercising superb seamanship in the successful accomplishment of the rescue mission. (30 October 1942.)



Curtis E. McWaters, CGM, usn, Altoona, Ala.: In charge of the gun and small arms, McWaters by the thorough knowledge of his duties contributed in large measure to the success of his submarine in sinking one enemy cruiser and one destroyer and in seriously damaging another cruiser with two torpedo hits.



Claude I. Beck, Jr., CTM, USN, Lubbock, Tex.: In charge of the forward torpedo room, Beck by his thorough knowledge of his duties contributed

directly to the success of his submarine in sinking one enemy cruiser and one destroyer and seriously damaging another cruiser with two torpedo hits.

公

Kenneth G. Armstrong, CEM USN, Boston, Mass.: While serving aboard a United States submarine during four war patrols in Japanese-controlled waters, Armstrong by his outstanding skill contributed materially to the destruction of an important amount of enemy shipping.

公

Carl F. Holdway, CEM, USN, New York, N. Y.: While in charge of electrical equipment aboard a United States submarine during three war patrols, Holdway, despite extremely hazardous conditions kept his plant in operation, contributing materially to the success of his ship in sinking one Japanese cruiser and one destroyer and seriously damaging another cruiser with two torpedo hits.



Laurence H. Turner, CMM, USN, San Diego, Calif.: Under extremely hazardous conditions during engagements with Jananese surface craft, Turner by his skill maintained the engineering plant of his submarine enabling her to sink one enemy cruiser and one destroyer and seriously damage another cruiser with two torpedo hits.



Oscar T. Edmondson, TM1c, USN, Princess Anne, Va.: In charge of the forward torpedo room, Edmondson by the thorough knowledge of his duties contributed materially to the success of his submarine in sinking one Japanese cruiser and one destroyer and seriously damaging another cruiser with two torpedo hits.



William E. Ledford, TM1c, USN, Leicester, N. C.: In charge of the forward topedo room of a United States submarine during three war patrols, Ledford, through expert performance of his duties, assisted materially in the sinking of an important amount of Japanese shipping.

*

Clarence L. Pyle, TM1c, USN, Harco, Ill.: In charge of the forward torpedo room of a United States submarine during four war patrols in Japanese-controlled waters, Pyle through expert performance of his duties assisted materially in the destruction of an important amount of enemy shipping.

公

Ralph E. Korn, Y1c, USNR, Salina, Kans.: While serving as lookout, steersman, and sound operator aboard a United States submarine during three war patrols, Korn contributed materially to the destruction of an important amount of Japanese shipping.

公

Charles E. Young, MM2c, USNR, Plainfield, N. J.: When a landing boat loaded with troops capsized near Fedala, Young voluntarily plunged into the surf and assisted in rescuing several men struggling in the water. (During occupation of French Morocco, 8–11 November 1942.)

公

Lamar H. Loggins, MoMM2c, USN, Gainesville, Ga.: When the gasoline tanks aboard his PT boat exploded as a result of an enemy torpedo hit, Loggins and all other members of the crew were thrown violently into the sea. Disregarding his own injured condition he swam to the assistance of a shipmate suffering from a severe leg wound and at great personal risk fought off attacks by sharks preying upon the disabled man. (Off Guadalcanal, 1–2 February 1943.)

\$

Herman R. Ludwig, ARM2c, USNR, Seattle, Wash.: When his plane crashed into the sea, Ludwig, after he had inflated his liferaft and was safely afloat, noticed that his pilot was in distress and proceeded immediately to his rescue. (During occupation of French Morocco, 8–11 November 1942.)



Harold S. Decker, PhM3c, USN, Syracuse, N. Y.: When an Army officer and a seaman were caught in the surf near Medhia, Decker boarded a landing boat and carried a line toward the two struggling men. As the fury of the breakers made it dangerous to approach the men with the boat, he jumped overboard with a life preserver and held them up until they could be taken to the beach. (During occupation of French Morocco, 8–11 November 1942.)

AIR MEDAL

Lt. Donald E. Smith, USN, Miami, Fla.: Although subjected to heavy ship and shore antiaircraft fire, Lieutenant Smith continued to furnish his vessel with accurate information concerning the location of vessels and, when attacked by four hostile planes, succeeded in repulsing and eluding them. (During the occupation of French Morocco, 8–11 November 1942.)



Lt. Carl R. N. Malmstrom, USNR, St. Paul, Minn.: When a well-concealed hostile battery opened fire on the U. S. S. Dallas, then a stationary and vulnerable target, Lieutenant Malmstrom with depth charges as his only armament launched a divebombing attack, obtaining a direct hit which silenced the battery. (During occupation of French Morocco, 8–11 November 1942.)

公

Lt. (jg) Floyd Brake, USNR, Downs. Kans.: Attacked by four Japanese fighters while his plane was on station as rescue ship for United States aircraft assaulting Kiska, Lieutenant Brake and other members of the crew fought their plane so skillfully that continuous attacks were repulsed with only minor damage. Later, sighting an armed enemy freighter, he and other crew members maintained contact for 4 hours until bombers arrived and sank the vessel. (Aleutian Islands, 30 December 1942 and 5 January 1943.)

公

Lt. (jg) Robert F. Edmondson, USNR, Brighton, Iowa: In the face of heavy antiaircraft fire and enemy fighter planes, Lt. (jg) Edmondson participated in numerous attacks on Japanese forces, scoring a direct, heavy bomb hit on an enemy vessel. (Solomon Islands area, 14–15 November 1942.)

公

Lt. (jg) Lloyd D. Hollingsworth, Jr., USNR, Wilmington, N. C. (missing): As pilot of a seaplane, Lieutenant Hollingsworth charged through constant machine gun and rifle fire to deliver a strafing attack against a hostile truck column, rendering effective assistance to the disruption of enemy transportation facilities. (During occupation of French Morocco, 8-11 November 1942.)

3

Gerald J. Sullivan, ACRM, USN, Missoula, Mont.: For meritorious achievement as a free gunner in a torpedo plane during action in the Solomons on 24 August 1942. During an earlier aerial torpedo attack on an enemy aircraft carrier, Sullivan, maintaining timely and effective fire, successfully repulsed intercepting aircraft and contributed to the disruption of Japanese aerial opposition.

. ☆

Clark W. Morrison, AP1c, USN, Denver, Colo.: Under the most severe weather conditions and in the face of persistent antiaircraft fire, Morrison as aviation pilot made repeated flights on tactical missions and displayed determination and zeal in combat against the enemy. (Aleutian Islands campaign, 1–15 June 1942.)

Victor Wickman, AMM1c, USN, Bayard, Nebr.: Attacked by four Japanese fighters while on station as rescue ship for United States aircraft attacking Kiska, Wickman and other members of the crew defended their plane

so skillfully that enemy attacks were repulsed with only minor damage. Later his plane sighted an enemy freighter and maintained contact for 4 hours until bombers arrived and sank the vessel. (Aleutian Islands, 30 December 1942 and 5 January 1943.)



Charles R. Phillips, Jr., ARM1c, USN, St. Louis, Mo.: Attacked by four Japanese fighters while on station as rescue ship for United States aircraft attacking Kiska, Phillips with other members of the crew defended their plane so skillfully that only minor damage resulted and one enemy plane probably was damaged. Later, while engaged in a search mission near Kiska, Phillips' plane sighted an armed enemy freighter and maintain contact for 4 hours, enabling bombers to locate and sink the enemy vessel. (30 December 1942 and 5 January 1943.)



John L. Riley, Jr., AMM2c, USN, Chicago, Ill. (missing): Under the most severe weather conditions and in the face of heavy antiaircraft fire, Riley carried out the tasks assigned him during patrol missions and bombing attacks against Japanese ships in Kiska Harbor. (Aleutian Islands campaign, 1–15 June 1942.)



Steve Cuvar, AMM2c, USN, Granite City, Ill. (missing): Under the most severe weather conditions and in the face of persistent antiaircraft fire from ship and shore batteries, Cuvar, with conscientious devotion to duty, carried out the tasks assigned him during patrol missions and bombing attacks on Japanese shipping in Kiska Harbor. (Aleutian Islands campaign, 1–15 June 1942.)

公

Burdette B. Siler, AMM2c, USN, Santa Ana, Calif. (missing): Under the most severe weather conditions and in the face of heavy antiaircraft fire from Japanese shore and ship batteries, Siler, with conscientious devotion to duty, carried out the tasks assigned him during patrol missions and bombing attacks on Japanese ships in Kiska Harbor. (Aleutian Islands campaign, 1–15 June 1942.)



William J. Glover, ARM2c, USN, San Pedro, Calif. (missing): Under the most severe weather conditions and in the face of heavy antiaircraft fire from ship and shore batteries, Glover, with conscientious devotion to duty, carried out the tasks assigned him during patrol missions and bombing attacks against Japanese ships in Kiska Harbor. (Aleutian Islands campaign, 1–15 June 1942.)



—Outpost (U. S. Naval Activities No. 2, Navy Number 138.)

"I've been this way ever since I put in that chit for 'Lighter than Air' School."

Jack P. Miller, AEM3c, USN, Rockaway Beach, Calif.: As radioman and gunner attached to Torpedo Squadran Eight, he took part in repeated aerial assaults and performed his duties in the face of intense enemy fire. (September, October, and November 1942, Solomon Islands area).

John F. Collins, RM3c, USNR, Worcester, Mass.: Under the most severe weather conditions and in the face of persistent antiaircraft fire, Collins, with conscientious devotion to duty, carried out the tasks assigned him during patrol missions and bombing attacks against Japanese ships in Kiska Harbor. (Aleutian Islands campaign, 1–15 June 1942.)

Carl E. Creamer, AOM3c, USN, Filer, Idaho (prisoner of war): Under the most severe weather conditions and in the face of heavy antiaircraft fire from Japanese forces, Creamer with conscientious devotion to duty carried out the duties and tasks assigned him during patrol missions and bombing attacks. (Aleutian Islands campaign, 1–15 June 1942.)



Willis H. Sweeney, S2c, USN, Idana, Kans. (missing): Under the most severe weather conditions and in the face of heavy antiaircraft fire, Sweeney carried out the tasks assigned him during patrol missions and bombing attacks against Japanese ships in Kiska Harbor. (Aleutian Islands campaign, 1–15 June 1942.)

NEW BOOKS IN SHIPS' LIBRARIES

(Continued from page 59)

MARQUAND. So Little Time. New York today is the setting of this vivid novel by the author of "The Late George Apley."

Marsh. Colour Scheme. A top notch "who-dunit" with a New Zealand

background.

MAURER. Old Fellow. An imaginative account of Lao-tze whose wit and severity are the strength of China.

McCauley. With Perry in Japan. Hitherto unpublished diary of a lieutenant on board the U.S.S. Powhatan in 1853.

MILTON. Abraham Lincoln and the Fifth Column. The Fifth Column was not new in Lincoln's time and

gave him much trouble.

MITCHELL. McSorley's Wonderful Saloon. Entertaining sketches of the strange and wonderful people to be found along the New York Bowery.

Morgan. The Humboldt. A Nevada river that was an important factor in the West's development.

in the West's development.

NATHAN. But Gently Day. Fantasy
in which present and past are
merged.

NILES. Passengers to Mexico. Fictionized story of the French invasion of Mexico under Maximilian.

Oman. Doctors Aweigh. The United States Naval Medical Corps in action.

Parsons. Train to Light. An absorbing biography of Joseph Goldberger, Public Health doctor, renowned for his work with pellagra.

PEATTIE. Journey Into America. Adventuring into the past of America by way of her unsung heroes.

Pratt. Barefoot Mailman. The mailman who barefoot walked twice weekly between Palm Beach and Miami carrying the mail.

Psychology for the Fighting Man. To aid the service man in understanding the psychological problems of modern warfare.

ROBERTS. Private Report. Exciting novel of the underground movement in Belgium.

Robertson. Grizzly Meadows. Lively Western story.

SEAGRAVE. Burma Surgeon. Humor, charm, and inspiration are in this account of an American doctor's fight against disease in the wilds of Burma.

SELBY. Starbuck. Engaging novel about a gifted musician, his life and his experiences in World War I.

SHEARING. Golden Violet. Terror and bloodshed in Victorian days. A mystery.

SMITH. Cryptography. Manual of the fundamentals of secret communication.

STONE. They Also Ran. Story of the nineteen men who ran and were defeated for the presidency.

Weaver. End of Track. Glorified western with the building of the U. P. as background.

WINTER. War Planes of All Nations. Descriptions of 300 war planes with 200 illustrations.

Wordell and Seiler. Wildcats Over Casablanca. Activities of the fighter squadron which formed part of the umbrella over landing operations at Casablanca.

BUPERS A SECTION INVITING ATTENTION TO MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL.

BULLETIN BOARD

Navy Relief Society's Loan Policy

As of 14 August 1943, the Navy Relief Society has announced its loan policy as follows:

Loans may be made for the following reasons:

(a) Hospitalization, medical or surgical care of dependents.

(b) Death of a dependent (the cost of burial should be held to a reasonable figure).

(c) Nonreceipt of pay accounts.

(d) Delay in receipt of family allowance or allotment.

(e) Travel in special cases such as critical illness or death of a wife or child, where circumstances warrant.

(f) Travel and subsistence ex-

(f) Travel and subsistence expenses, not exceeding the cost of transportation plus a reasonable amount for incidentals when leave is granted to a man who has returned to the continental limits of the United States from duty overseas or other duty at sea, provided the loan is recommended by the man's commanding officer, who shall state that the man has inadequate funds for leave due to valid causes beyond the man's control.

Where it is possible to do so, auxiliaries will require the registration of an allotment to cover the repayment of a loan granted for any purpose. In the case of loans for travel, the repayment must not extend over a long period.

Loans should not be made to active personnel or their dependents:

(a) To purchase automobiles or any nonessentials.

(b) To lay in the winter's supply of coal.

(c) To pay taxes, or interest on mortgage or on house, or land.

(d) To pay debts created for nonessentials.

Loans shall not be granted for any purpose to men, without dependents, whose lack of funds arises from disciplinary action.

Booklet Available Covering Navy Men's Personal Affairs and Aid for Their

Dependents

"Personal Affairs of Naval Personnel and Aid for Their Dependents" is the title of a new pamphlet being sent by BuPers to all ships and stations and through the mails to next of kin of naval personnel.

Much valuable information concerning arrangement of personal affairs of naval personnel who are assigned sea duty or who are going to advance bases, as well as advice to their dependents, is contained in the new publication.

The booklet covers a variety of subjects including suggestions on the making of wills, transportation of dependents, information on 6 months' death gratuity, the value of safety

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deposit boxes and joint checking accounts, insurance, benefits to which dependents are entitled under different laws, income-tax suggestions and information, functions of the Navy Relief Society, hospital treatment for dependents, funeral and burial data, and information all service men should know after discharge from active service.

BuPers is distributing the pamphlet to commanding officers of all ships and stations. Personnel may obtain copies from commanding officers concerned. Requests should refer to NavPers 15.014.

Rotation Plan Means Change of Duty and Maximum Leave at Home

BuPers' recently announced policy regarding rehabilitation leave and rotation of duty for enlisted men who have been performing hazardous duty aboard ship and at outlying stations (Information Bulletin, July 1943, p. 67) is designed to give men a maximum of their leave at home as well as a change of duty.

Although the 30 days' leave to which such men are entitled after serving 18 months aboard ship or at outlying bases includes travel time, men have a choice of nine receiving ships or receiving stations to which they may report upon expiration of their leave.

These points are Boston, New York, Philadelphia, Norfolk, New Orleans, San Diego, San Pedro, San Francisco, and Puget Sound. Thus, regardless of where in the United States a man spends his leave, he will not, at worst, be more than 3 days from the closest reporting point.

Upon expiration of the 30 days' rehabilitation leave, and after reporting to one of the receiving ships or receiving stations listed above, men are assigned to general detail. Personnel requirements determine the type of duty to which they are assigned.

In general, BuPers intends to detail the men to new construction, advanced bases, or to the respective service force subordinate commands and other administrative commands to accelerate the rotation program.

Thus, if a man who has been serving in the South Pacific disembarks at San Diego, he does not necessarily report back to San Diego (or another west coast point) and is not neces-

sarily returned to duty in the South Pacific.

The policy of granting rehabilitation leave after men have served a minimum of 18 months does not establish a right, but is an entitlement only, depending upon the exigencies of the service, the enlisted personnel situation, available transportation, and the prosectuion of the war.

Men entitled to rotation, particularly those who do not wish to return to the United States, may be granted the 30 days in Allied countries. After such leave, the men begin serving a new 18 months' rotation period.

(Full details appear in R-1239, Navy Department Bulletin [semimonthly], dated 15 August 1943)

Slate Grays Authorized For C. P. O.'S

Chief petty officers now are authorized to wear the new slate gray working uniform, identical (except for insignia) with that recently approved for wear by commissioned officers and warrant officers.

During the necessary transition period, chief petty officers may follow the same regulations promulgated for commissioned officers and warrant officers regarding wearing of the khaki working uniform. That is, they may wear khaki uniforms now in their possession, or manufactured, until the supply of these uniforms is exhausted, or those in possession are worn out.

Until such time as gray cloth rating badges are available, chief petty officers may wear the blue rating badge on gray uniforms. (Full details appear in R-1327, Navy Department Bulletin [semimonthly], dated 15 August 1943.)

Personnel Returning From Combat Areas Must Guard Security

Personnel returning from combat areas must exercise great caution in the discussion of naval and military matters and should not participate in a press conference, talk to reporters, or talk over the radio, except after consultation with, and clearance of the subject matter by, a public relations officer of the Navy or Marine Corps.

No information concerning activities of United States submarines, or action taken against enemy submarines, will be released for publication prior to initial release by SecNav, except by Fleet and Force commanders who have been authorized to release to the press news items concerning the activities of United States submarines in their separate commands.

(Full details appear in R-1302, Navy Department [Semimonthly], dated 15 August 1943.) Officers Going To Sea Or Overseas May Draw 3 Months' Advance Pay

Navy and Marine Corps officers may now draw an advance equal to 3 months' pay (provided they are not already indebted to the Government for a previous advance) upon receipt of orders to or from duty at sea, to or from shore duty beyond the seas, from one duty at sea to another duty at sea, or from duty at one shore station beyond the seas to duty at another shore station beyond the seas.

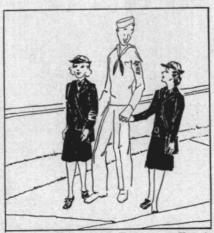
Prior to the adoption of the changes in Navy Regulations (Article 1802), an advance was limited to 1, 2, or 3, months' pay, depending on the orders received.

The changes also provide that the advance shall be liquidated by withholding from each day's pay an amount not less than one-one hundred and eightieth of the amount advanced, instead of at a monthly rate of not less than one-sixth of the amount advanced. (Full details appear in R-1247, Navy Department Bulletin [semimonthly], 1 August 1943.)

Appointment of Reserves To Line of Regular Navy

Many communications requesting consideration for appointment to the line of the Regular Navy have been received in BuPers from officers of the Naval Reserve who do not meet the requirements for eligibility for such appointment. Applications should come only from the following and only when requests are made of the service as a whole:

(a) Naval Reserve aviators who were less than 25 years of age upon



—Habit (NAS, Hutchinson, Kans.)
"As a Radioman, Second Class, I
specialize in short waves."

successful completion of training as aviation cadets, and who have prospects of completing on June 30 of the year in which they are appointed to the Regular Navy, not less than 18 months' continuous active service next following completion of duty as aviation cadets.

(b) Officers commissioned in the Naval Reserve on graduation from the Naval Reserve Officers' Training Corps who were less than 25 years of age upon reporting for continuous active duty on board ships of the Navy, and who have completed not less than 1 year of such duty.

(Complete details appear in R-1261, Navy Department Bulletin [semimonthly], dated 1 August 1943.)

No authority exists for any other transfers and none can be expected until peacetime needs of the Navy can be established.

Discontinuance of Recommendations for Permanent Appointments, Promotions

Notwithstanding the announcement contained in the act of Congress approved 30 June 1942 (Public Law 639, 77th Cong.), that the provisions of law governing the permanent promotion of officer personnel have been suspended by statutory enactment until 30 June of the fiscal year following that in which the present war shall end, BuPers continues to receive recommendations for the permanent promotion of warrant officers to chief warrant ranks, and of permanent acting pay clerks to the grade of pay clerk. In view of the stated enactment, such recommendations serve no useful purpose, and the practice of submitting recommendations should cease in the interest of conservation of paper work.

Similarly, by BuPers Circular Letter No. 84-42 (R-71 Navy Department Bull. [semimonthly], 1 June 1942), since permanent appointments to warrant grades have also been discontinued for the duration of the war, recommendations of that nature should also be discontinued until called for by the Bureau.

Furthermore, request for issuance of permanent warrants to warrant officers serving under acting appointments, as distinguished from temporary appointments, should not be submitted unless the officer concerned has completed 1 year of duty on board ship. This, however, should not be interpreted to preclude the submission of appropriate recommendation in event of detachment from the ship of the reporting officer or the officer reported on.

Entrance Qualifications For Schools Modified

Enlisted men's qualifications for entrance to service schools have been modified so that they now may enter even though they do not have 2 years remaining to serve on their current enlistment (or enlistment extended) upon completion of the course, as heretofore provided in BuPers Manual, Article E-5405 (2) (i). This requirement has been suspended for the duration of the war.

(Full details appear in R-1320, Navy Department Bulletin [Semimonthly],

dated 15 August 1943.)

U. S. Property Mailed By Personnel of Navy Confiscated by Customs

The United States Customs Service is apprehending and confiscating large quantities of Government property being sent by naval personnel through the mails, and by other means, to their friends and relatives.

That service will continue to confiscate such Government property and will ascertain the names and addresses of the senders in order that disciplinary action may be taken.

Confiscated material will be turned over to the nearest naval activity for reconditioning, if necessary, and reissue.

(Full details appear in R-1298, Navy Department Bulletin [Semimonthly], dated 15 August 1943.)

Requests for Sea Duty From Retired Officers

Requests for sea duty from retired officers of the Regular Navy, who are below flag rank, under the statutory retiring age, and physically qualified, have been invited by BuPers (R-1278, Navy Department Bulletin [semimonthly] of 1 August 1943.)

It is BuPers' general intention to order such officers to duty initially in auxiliary ships. Requests are to be submitted to the Chief of Naval Personnel via official channels including the Chief of the Bureau of Medicine and Surgery; each request being accompanied by a report of physical examination (NMS Form Y) taken not more than 1 month prior to its submission.

BuPers advises forwarding seniors that equivalent reliefs will not necessarily be ordered, but must be provided by fleeting up within the organization.

THE RAILROADS AND SERVICEMEN

The following individual letter from the Pennsylvania Railroad's general superintendent dining car service, J. F. Finnegan, to each of his employees, is quoted as indicative of the attitude of American railroads toward men in uni-

"I never see a service man that I don't feel how much he is doing for me. And when I see them on our trains, I get a big thrill out of the idea that we are their host. Nothing we can do to make them welcome, their meals good, and their trip something to think about, is half good enough compared with what they're doing for us.
"Naturally I can't meet them all. So I'm delegating to you what I'd like

to be able to do in person: to play host to these boys of ours in a way that they will remember with pleasure and gratitude. Some may be on their way home. Others are going back to camps, perhaps to leave for 'over

there.'

"Perhaps, for instance, they don't know about that 10 percent discount to which they're entitled if traveling at their own expense. Even though it's coming to them automatically, watch their faces light up when you call it to their attention. It's as though you, personally, were doing them this favor.

"Let's treat them as honored guests. Let's make their trip with us a real bright spot. It's coming to them and it's one little thing we can do to

The Bureau is informed that the following railroads, operating principally in eastern and northern territory, grant 10-percent reduction to all military personnel obtaining meals in dining cars when traveling on leave at their own expense when each meal amounts to 50 cents or more:

Baltimore and Ohio Railroad. Boston and Albany Railroad. Boston and Maine Railroad. Central Railroad of New Jersey. Chesapeake and Ohio Railroad.

Chicago and Eastern Illinois Railroad.

Chicago, Indianapolis and Louisville Railroad. Delaware and Hudson Railroad.

Delaware, Lackawanna and Western Railroad.

Erie Railroad.

Grand Trunk Railway System. Lehigh Valley Railroad.

New York Central Railroad. New York, Chicago and St. Louis

Railroad.

New York, New Haven and Hartford Railroad.

Norfolk and Washington Steamboat Company.

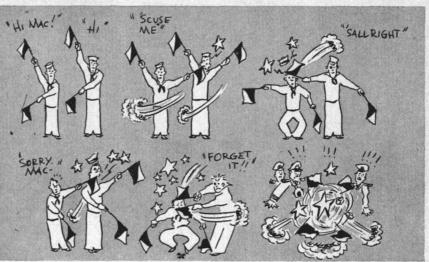
Norfolk and Western Railroad.

Pennsylvania Railroad.

Pere Marquette Railroad. Reading Company.

Wabash Railway.

In order that there will be no misunderstanding when checks are presented for payment, it is recommended that personnel concerned determine from dining car stewards in advance whether the 10-percent reduction applies in the particular car in which the meals are being obtained. In general this 10-percent reduction does not apply west of the Mississippi



-Armed Guard School News (Gulfport, Miss.).

News Magazines Offer Light-Weight Editions

Time and Newsweek have, respectively, developed light-weight editions of these magazines, which reproduce the editorial content (without advertising) of their regular editions in smaller format, so that copies can be mailed outside continental United States as first-class matter rather than as the slower second-class matter. It is expected that delivery afloat or overseas will be expedited considerably by the new development.

Subscription prices have been established at \$3.50 per year for the "pony" edition of Time, the same price as for the regular edition, and \$3.25 for the "Battle Baby" edition of Newsweek. Interested personnel afloat or overseas may enter new subscriptions or change over their old subscriptions, by communicating directly with Circulation Manager, Time Inc., 330 East Twenty-Second street, Chicago, Ill., or Newsweek Magazine, Newsweek Building, Broadway at Forty-Second Street, New York, N. Y. The offers are not applicable to personnel in the United States.

In the interest of reducing the weight and volume of mail for overseas activities (the reduced single copy editions of these magazines weigh approximately 1 ounce), and in order to increase the availability of current reading material, it is recommended that commanding officers give consideration to the increased use of Appropriation "1740433, Welfare and Recreation, Navy 1944" for subscriptions to these and such other lightweight editions as are available. Such material placed in messes and reading rooms should not only increase the reading availability but reduce the necessity for private subscriptions. When other publications with similar desirable characteristics are available, the service will be notified through these columns.

Permanent Appointments Of Chiefs

BuPers Circular Letter No. 11-42 is the only authority under which commanding officers may effect permanent appointments of chief petty officers, chief cooks, and chief stewards without reference to the Bureau. Change from acting to permanent appointment is a change in status and not an advancement in rating, although it does entail an increase in

The Bureau has received a large number of pages 9 reporting change



-BuAer News.

in status from acting to permanent appointment which cite BuPers Circlet 110-43 as authority. Enclosure (C), paragraph I-4 of BuPers Circlet 110-43, prescribes the service requirements for permanent appointment but is not authority to effect permanent appointments.

Before effecting permanent appointments under authority of BuPers Circlet 11-42 the following items should be checked:

1. Service requirements (par. I-4 of enclosure (C) to BuPers Circlet 110-43).*

*Note.-Minimum service requirements to be eligible for permament appointment are 12 months' continuous service with acting ap-pointment. Men serving ashore pointment. who have had less than 12 months' previous sea service in pay grades 1-A and 2 are required to serve longer periods to establish eligibility. See referenced circular let-

2. Conduct and other marks requirements (art. D-5111 (2) BuPers Manual).

3. Professional qualifications (art. D-5111 (3) BuPers Manual).

4. Effective date (art D-5112 (3) BuPers Manual).

5. Entry on page 9 (par. 4 of BuPers Circlet 11-42).

Reprints of Material On Ribbons, Ranks, and Rates

Material in the March 1943 issue of the Information Bulletin concerning medals and ribbons, and material in the May 1943 issue concerning ranks, rates, and insignia, have been reprinted in separate pamphlets and are available for official purposes upon request addressed to the Bureau. The ribbon pamphlet should be identified as NAVPERS 15016, and the ranks and rates pamphlet as NAVPERS 15004.

Copies desired for personal use may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D. C., at 5 cents each. When communicating with the Government Printing Office, specify the ribbon pamphlet as J-538338 and the ranks and rates pamphlet as

J-527777.

New Regulations Issued For Navy Athletes

Athletic teams representing Navy activities, with the exception of those of the United States Naval Academy engaged in intercollegiate athletics, hereafter may not engage in games of contests with professional teams unless the games are played on the reservation of the activity represented by the Navy team, SecNav has announced.

Hereafter, in general, all athletic contests in which Navy teams participate will be played with opponents from within the same area, delineated by the National Collegiate Athletic Association in its districting of the nation, as that within which the Navy activity is located. In no case, however, may an individual or team be permitted to participate in any contest which requires absence from the Navy activity for 48 hours or more, exclusive of air transportation. It was explained that under the district limitation an example would be that a team representing a Navy activity in South Carolina would be limited in selection of opponents to those within the third N. C. A. A. district.

Navy teams will not be permitted to engage in bowl or similar contests, and individuals in the Navy who have been or are prominent in sports will not be permitted to engage in contests or sports away from their stations except as members of a team representing the activity.

Games between service teams shall not be played except on the station represented by one or the other team, and opponents shall come from within the same N. C. A. A. district.

Students enrolled in the Navy V-12 College Training Program who participate in intercollegiate athletics shall do so as representatives of the college to which they are assigned, and not as representatives of the Navy. Rear Admiral Randall Jacobs, U. S. N., Chief of Naval Personnel, in an address in New York on May 14, 1943, explained that, and also stated: "In order that a freshman in his first V-12 term may devote his entire time to obtaining a good start in the program. such freshmen will not be permitted to take part in any extra-curricular activity during their first term." The 48-hour limitation on absence from an activity also applies to V-12 students on intercollegiate teams.

The Chief of Naval Personnel is designated as the final authority to decide questions arising under the new directive, and if any games are now scheduled which do not comply with the directive it is directed that the commandants or commanding officers of the activities which the team represents immediately refer them to the Chief of Naval Personnel for decision.

TWO TIPS TO **SERVICEMEN**

Here are a couple of tips which we think servicemen can profit by:

1. A good deal of talk goes around

SECULOGREE LYMICE **GUEST** FOITORIAL OF THE MONTH

to the effect that the returned warriors after this war are going to run the country pretty much to suit their own ideas of how it should be run. Probably that's true. It happened after the Revolution

and after the Civil War, and to a considerable extent after the "junior war," as a friend of ours calls World War I.

This doesn't mean, though, that every veteran will come home and slide automatically into a well-paid life-tenure job, political or private, with all his worries ended.

Doubtless there will be veterans' preference laws on civil-service jobs, and doubtless many private firms will give veterans the inside track when it comes to hiring help. But, as always in this world, the best educated and most active-minded veterans will get and hold most of the best jobs, and the less well-equipped the second and third best.

So our first tip is: Why not look into the educational opportunities offered by the United States Armed Forces Institute?

This is a sort of glorified correspondence school set up for the use of servicemen, and operated by the extension division of the University of Wisconsin with assistance from various other colleges. It offers instruction in everything from simple arithmetic to postgraduate philosophy, and is reported especially strong in the fields of mechanics and science. Costs are low, and the Government pays half a man's tuition up to and including \$20.

Maybe this is what you've been looking for. Its practical value is obvious; but there also comes to mind Lt. Col. John Allison's (14th Air Force, China) remark that "War is dull; there is so much waiting in it." This looks like one interesting and profitable way to fill in some of that waiting time.

2. There is also a lot of talk about big bonuses for returned fighters after this war; and that talk is probably true, too. But such things always have a pie-in-the-sky quality until you actually collect them, and then, often as not, they do the old easy-come-easy-go act.

The practical, sensible, businesslike thing to do now about your personal finances is to get your war [Na-

tional Service] Life insurance [granted by the Government] lined up, if you haven't already done so. Maximum policy is \$10,000; premium is \$6.70 a month for a fighting man of 25 (the average age).

In the rush of getting our Armed Forces expanded and organized since Pearl Harbor, a surprising number of men have neglected to take out this insurance. Things are better under control now; and if you haven't arranged this protection for your wife, or any other member of your family, it would be wise to make it an early order of business. -Collier's Weekly.



Naturalization of Aliens Serving in the Navy

Recommendation of approval of applications for naturalization of noncitizens serving in the United States Navy may be made by commanding officers after aliens have had 3 months' honorable service and, in certain cases, after 1 month's honorable service, under a policy recently announced.

The requirement of at least 3 months' honorable service may be waived (and reduced to not less than 1 month) when the applicant is scheduled for, or has been assigned to, sea duty or overseas service outside the continental United States, Alaska, Hawaii, Puerto Rico, or the Virgin Islands of the United States, before completing 3 months' service.

Prior to recommending approval of any petition for naturalization, the commanding officer must forward the name of the petitioner to BuPers for a name check through the Division of Naval Intelligence, Military Intelligence Service and Federal Bureau of Investigation.

(Full details of the anouncement of policy on this subject may be found in R-1265, Navy Department Bulletin [semimonthly] for 1 August 1943.



Two New Distinguishing Marks Authorized

Two new distinguishing marks have been authorized for enlisted men.

Men of the Ordnance Battalions may wear a mark consisting of the block letters "O B" and men serving on PT boats may wear one consisting of the block letters "P T". In both cases, the marks are worn on the left sleeve halfway between the elbow and the wrist. The marks are embroidered in silk, white on blue for blue uniforms, and blue on white for white uniforms.

(Full details appear in R-1327, Navy Department Bulletin [semimonthly], dated 15 August 1943.)

Identifying Symbol "M" For Gunner's Mates

A designation has been authorized to identify gunner's mates who are trained and qualified in the handling of mines.

The identifying symbol is the letter "M," which will be written in paren-

theses with the rating, as in these examples: GM(M)3c; CGM(M)(AA). Commanding officers of all activities engaged in the handling of mines have been authorized and directed to apply the mine designation to all gunner's mates whose duties are primarily with mines and mining.

Qualifications for advancement in gunner's mate (M) ratings will be the same as for gunner's mates of corresponding grades with appropriate emphasis on mine subjects.

(Full details on the subject appear in R-1274, Navy Department Bulletin [semimonthly], 1 August 1943.)

Flight Training Selection Changes Made

Major changes have been made in requirements and instructions for selection for flight training of all the eligible classes of naval personnel, and the current instructions and requirements have been combined into Letter R-1323, Navy Department Bulletin (semimonthly), dated 15 August 1943. Among the changes are these:

Commanding officers (through whom individual requests for flight training must be submitted) are instructed to recommend for aviation pilot training enlisted men whom they consider worthy to become commissioned officers in the naval service.

A method is set up which attempts to preserve the relative precedence or standing on the list of those enlisted men who have been recommended for flight training.

The time requirement for Naval Reserve officers qualifying for lighter-than-air training is reduced.

Provision is made for warrant officers to take flight training in grade.

Leave Cannot Be Granted For V. F. W. Encampment

Leave of absence cannot be granted this year, as it has been in peacetime to Navy Department enlisted and civilian personnel for the purpose of attending the Fourty-fourth National Encampment of the Veterans of Foreign Wars of the United States, SecNav Frank Knox has written to R. B. Handy, Jr., Veterans of Foreign Wars adjutant general.

The exigencies of the naval service require the full-time effort of all personnel while the United States is at war, the Secretary said. He added, however, that there will no doubt be many who can arrange to attend the encampment during such leave of absence as has been scheduled for them

—The Chaser (Sub Chaser Trng. Center, Miami, Fla.)
"Commander . . . I believe I've sighted a sub!!!"

Women Staff Officers To Wear Corps Devices

Appropriate staff corps devices will be worn by all women officers now or hereafter commissioned in or officially classified as an officer of any of

the staff corps.

Devices will be of the same color as the sleeve strips on the uniform on which they are worn, with the acorn embroidered in appropriate contrasting color of either white or reserve blue on a background to match the color of the uniform, and they will be worn above the sleeve stripes. When the jacket is not worn, the miniature metal pin-on corps device will be worn on the left side of the collar of the shirt, with the corresponding rank insignia on the right side.

Women medical specialist officers will wear the caduceus instead of the

medical corps device.

Women officers of the Medical Corps, while not members of the Women's Reserve, will wear the same uniform with appropriate staff corps

Uniform Regulations changes covering the above will be promulgated by BuPers soon.

Exercise Suits Available for Sale to Women's Reserve at Ship's Service Stores

Official Women's Reserve exercise suits are now available for sale to Women's Reserve personnel through Ship's Service Stores.

Ship's Service officers interested in stocking these suits may obtain them



Beacon (USN Rec Sta, San Pedro, Calif.) Chaplain: "Now, for once you listen to MY troubles.



-Keynoter (NTS, Toledo, Ohio)

"I don't care if ya are from California, ya gotta wear a raincoat!"

by means of purchase orders forwarded direct to the Clothing Division, Bureau of Supplies and Accounts. The cost to Ship's Service Stores is \$33 per dozen.

The suits are identical to those furnished Women's Reserve personnel at training schools and consist of a blue one-piece suit with a gored skirt, tie belt, and other accessories. The suits are practical for all active sports, exercises, and also for drill during the hot weather.

Baggage Allowance Depends On Rank in Fact

Change of station orders are effective on the date of detachment and the amount of baggage or household goods which an officer is entitled to have transported at Government expense is the amount authorized by regulations for the rank in fact held at the time his orders become effective. under a ruling of the Comptroller General (Decision B-34770, 15 June

The decision holds that an officer who receives notice of a temporary or permanent appointment to higher rank or grade subsequent to detachment is not entitled to the allowance authorized for such higher rank or grade even though the effective date of appointment antedates the date of detachment.

Temporary Appointments, **Promotions Forms**

Samples of standard forms for use in notification and acknowledgment of temporary appointments and promotions appear in the Navy Department Bulletin (semimonthly) of 1 August 1943, on page 43 (R-1268). This includes the modified form which appeared on page 40 of the September 1942 issue of the Bureau of Naval Personnel Information Bulletin.



Flying Jayhawk (NRAB, Olathe, Kans.) "I have never been so insulted in

all my life. I've walked from one end of Harbor Road to the other . . and not one sailor whistled!"

Fellowships Offered Navy Daughters

Webber College, Babson Park, Fla., offers five scholarships of \$300 each to daughters of naval officers on active duty, retired, or deceased. This college was established in 1927, is nonsectarian and has an enrollment of 60. It accepts students who are graduates of high schools, preparatory schools; also students who have completed 2 years of college or graduated from college who wish to do graduate work in business science.

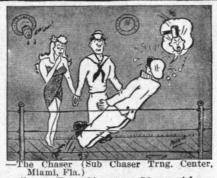
Classes consist of training in business and secretarial subjects and include such courses as typing, accounting, buying and selling, household finance, investment, insurance, economics, and secretarial practice.

The regular rate is \$1,200 a school year, which includes tuition, room, board, and participation in all sports and social functions provided by the college.

For full information, application blanks, and catalog address Webber College, Babson Park, Fla.

Plastic Cap Devices Authorized

Because of war demands upon silver, plastic cap devices have been authorized for naval personnel. They are indistinguishable in appearance from metal devices. The governing change in Uniform Regulations will be promulgated in the Navy Department Bulletin (semimonthly).



". . . But, Sir, . . . You said we could bring a pet aboard!!!"

N. R. O. T. C. Training Open to V-12 Men

Apprentice seamen studying at colleges under the Navy V-12 program are eligible to apply for advanced Naval Reserve Officers' Training Corps training which will qualify them for commissions in the regular Navy. Naval R. O. T. C. is at present the only training leading to a deck commission in the regular Navy other than successful graduation from the United States Naval Academy.

Under instructions just issued, all V-12 students other than Supply Corps, Medical and Dental Corps, Chaplain Corps, and those pointing toward engineering specialist commissions, are eligible for enrollment in the Naval R. O. T. C. There are 27 colleges and universities where the N. R. O. T. C. units are established and accepted V-12 applicants will be transferred to them after completion of 2 terms of V-12 training.

The N. R. O. T. C. curriculum will in-

clude all required naval subjects plus electives in engineering, commerce, finance and liberal arts. The course will cover four 16-week terms and lead to an ensign's commission either in the regular Navy or the Naval

Applicants will be selected on the basis of the following four factors:

- 1. Score on the V-12 entrance test. 2. College grades for the first term
- and one-half (24 weeks). 3. Score on N. R. O. T. C. comprehensive achievement test at the end
- of the first term. 4. The recommendation of the commanding officer in terms of a rating on

military aptitude and leadership. The colleges and universities having Naval R. O. T. C. units to which

transfers will be made are as follows: Brown University, Providence, R. I. University of California, Berkeley, Calif.

University of California at Los Angeles. Los Angeles. Calif.

University of Colorado, Boulder, Colo.

Duke University, Durham, N. C. Georgia School of Technology. Atlanta, Ga.

Harvard University, Cambridge,

College of the Holy Cross, Worcester. Mass.

Marquette University, Milwaukee,

Wis. University of Michigan, Ann Arbor,

University of Minnesota, Minneap-

olis, Minn. University of New Mexico, Albuquerque, N. M.

University of North Carolina, Chapel Hill, N. C.

Northwestern University, Evanston,

University of Notre Dame, Notre Dame, Ind. University of Oklahoma, Norman,

University of Pennsylvania, Phila-

delphia, Pa. Rensselaer Polytechnic Institute,

Troy, N. Y. The Rice Institute, Houston, Tex.

University of South Carolina, Columbia, S. C.

University of Southern California, Los Angeles, Calif.

University of Texas, Austin, Tex. Tufts College, Medford, Mass. The Tulane University of Louisiana,

New Orleans, La. University of Virginia, Charlottes-

ville, Va. University of Washington, Seattle,

Wash.

Yale University, New Haven, Conn.

AS OTHERS SEE US



Reprinted by Permission of King Features Syndicate

"We shoulda joined the Navy! D'ya ever see SAILORS carryin' packs!"



Billiards Exhibitions For Naval Activities

Naval activities in the United States desiring exhibitions by champion billiardists (Charles C. Peterson, Willie Hoppe and Erwin Rudolph) can make arrangements for the attraction by writing the Billiard Association of

America, Chicago, Ill.

The three champions are scheduled to make a tour of armed forces' activities beginning immediately after Labor Day and extending until late Spring. Peterson is world's champion fancy trick artist; Hoppe (known as the greatest billiardist of all time) is three-cushion billiard champion of the world, and Rudolph has been many times world's pocket billiard champion.

Before the Billiard Association can arrange itineraries, it will be necessary for Naval activities to indicate whether they are interested in an exhibition which will include personal instruction as well as demonstrations

of trick and fancy shots.

There will be no expense to Naval activities; the only requisites will be cooperation in promoting attendance and providing a billiard or pocket billiard table.

Information on Training Courses

An immense volume of Enlisted Training Courses is now being distributed to naval activities ashore and afloat. During July alone, 152 tons of the manuals were issued from the Naval Warehouse in Arlington, Va.

However, receipted invoices acknowledging the arrival of this material are not being returned promptly. In certain instances, no receipt is ever returned. Proper maintenance of the stock records at each of the Naval Warehouses requires that every ship-

ment be acknowledged.

An absence of receipts is particularly noted in commissioning allowances of enlisted training courses forwarded from Washington to the prospective commanding officers of DE's, PC's, SC's, LCI's and LST's at the proposed fitting-out yards of these vessels.

Commissioning allowances for the above-named vessels are sent out automatically 4 to 6 weeks in advance of the commissioning date, and each prospective commanding officer should make an effort to check with the Supervisor of the fitting-out yard, or other proper officer in charge, for the arrival of the publications.

Last minute changes in the assignment of a particular vessel to the proposed fitting-out yard necessarily in-



-The Powder Puff (U. S. Naval Barracks, Vallejo, Calif.)
"That's funny. I, too, am a gunner's mate."

curs a few slip-ups in the addresses of commissioning allowance shipments. Therefore, as a double check, it is suggested that prospective commanding officers request their commissioning allowance of training courses as far in advance as possible.

All back-orders for Pharmacist's Mate 1c and Chief that have been accepted must now be cancelled since the publication form of this training material is to be somewhat different. The volume and variety of subject matter for these two ratings will make necessary two separately-bound course books and separate progress tests and examinations. Since there is no way of knowing how many of each rating book will be required by an activity, these manuals should not be ordered until announcements of their availability appear in the BuPers

INFORMATION BULLETIN, or BuPers Circular Letters to all ships and stations.

Officers' correspondence courses, designed to increase one's usefulness to the service by providing a background of worth-while information, are available on the following subjects:

Navy Regulations and Customs, Seamanship, Naval Engineering and Electricity, Diesel Engineering, Gunnery, Communications, Military Law, International Law, and Navigation.

In the latter subject, Navigation B-40 is the course recommended for beginners, while A-39 is suggested for those officers who already have a working knowledge of navigation. In addition, there are five courses in intelligence. These are available only to I-V(S) officers except when special approval for taking the course is obtained from the Vice Chief of Naval Operations.

All requests for enrollment in these courses should be forwarded as official letters via one's commanding officer to the Naval Reserve Educational Center which serves the area in which the enrollee is located. Officers located outside the Continental limits of the United States should submit enrollment requests to the Naval Reserve Educational Center located nearest their Fleet Post Office address. The four educational centers are:

Officer in Charge, Naval Reserve Educational Center, 90 Church Street, New York, N. Y.; Officer in Charge, Naval Reserve Educational Center, Room 133 Custom House, New Orleans, La.; Office in Charge, Naval Reserve Educational Center, U. S. Naval Training Station, Great Lakes, Ill.; and Officer in Charge, Naval Reserve Educational Center, 105 Market St., San Francisco, Calif.

NEW PRO RATA DISTRIBUTION

For BuPers Information Bulletin

BUREAU OF NAVAL PERSONNEL CIRCULAR LETTER NO. 162-43.

From: The Chief of Naval Personnel.

To: All Ships and Stations.

Subject: BuPers Information Bulletin (NAVPERS-O), Distribution of.

1. Beginning with the October 1943 issued, it will be possible to provide enough copies of subject publication to allow distribution on the basis of 1 copy for each 10 officers and enlisted personnel. It is directed that appropriate steps be taken to insure that all hands have quick and convenient access to each issue of subject publication.

—L. E. Denfeld.

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THIS MONTH'S COVER



How Navy men marked their belmets for trips ashore in Sicily is shown in this loaded landing barge. Some Navy men in the photograph wear mottled camouflaged uniforms. On the inside of the front cover is a scene that was repeated countless times: landing barges running onto Sicilian shores. Opposite page: The Flag waves over a trainer and loader who go methodically about their work during one of the successful bombardments of enemy positions on Sicily. This photograph shows one detail of one of the 3,266 ships that invaded Sicily and bave supplied our forces there since—a detail that furnishes an idea of the enormous complexity of the operation. In "The American Navy at Sicily," by War Correspondent Ernie Pyle, the INFORMATION BULLETIN presents a graphic story of United States naval activity during the invasion. The article begins on page 34. All cover photographs are official U.S. Navy.

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herself





- In 1917 your Government originated low-cost life insurance for servicemen because they lost their insurability during wartime and most insurance companies would not permit them to apply at normal rates.
 - That's how-and why-it began.
- Here's why most Navy men, even though unmarried or with no dependents to support, are applying for National Service Life Insurance:
 - have protection for her in advance."
 - . . . "After the war, I can convert it and have a financial backlog for emergencies."
 - get any as inexpensive as this again."
- And, on top of this, you get full protection regardless of type or location of duty, and the backing of the United States of America.
 - If you haven't already done so, apply for \$10,000 of National Service Life Insurance today. See your Insurance Officer now

ADMIRAL ERNEST J. KING SAYS:

"A man can do his job better if the future of his family is provided for. The best way a fighting man can do this is to apply for the maximum amount of National Service Life Insurance. I enthusiastically recommend it for every man in the naval service."